

Regulation 18 Liverpool Local Plan 2025 - 2041

Draft
September 2025





Foreword by Councillor Nick Small Cabinet member for Growth and Economy

I am delighted to be introducing this draft Liverpool Local Plan which represents an important milestone in preparing a new Local Plan for Liverpool. The Liverpool Local Plan is our long-term vision for Liverpool that will guide and influence spatial and economic growth in the city until 2041, locking in certainty for investors, developers, businesses, policy makers and citizens.

Our latest Plan builds upon our previous scoping consultation in autumn last year and provides a further opportunity for you to have your say on Liverpool's future growth.

In preparing this Plan we have listened carefully to what you told us during the public engagement on how the Liverpool Local Plan should be shaped in autumn 2024. You told us, during this scoping consultation, about the need for accessible, affordable and diverse housing with more housing choice and with greater attention needed for community-building in new housing developments. Many of you told us that this needed to be accompanied by improved public transport, active travel infrastructure, and climate resilient design. You called for economic diversification, support for local businesses, revitalization of retail areas ensuring these are supported by better public spaces, and the integration of heritage and sustainability into future developments. A key theme was the need to regenerate the most deprived areas, to reduce social and economic inequalities, redistribute prosperity and opportunity and to provide better physical and mental health benefits for every citizen.

This draft Local Plan seeks to address these issues with draft planning policies and site allocations to achieve high quality homes, economic growth and ensuring sustainable and climate resilient development. It also includes plans to deliver nearly 30,000 homes with an ambition to exceed this target; as well as focusing growth in areas of need including within the city council's Liverpool North proposition and an expanded City Centre where there are key opportunities for significant transformation that will benefit the whole of Liverpool.

This draft Local Plan will also help to deliver the inclusive, sustainable growth we need and provides a key opportunity to provide a strong and robust planning framework to deliver our ambitions for Liverpool's sustainable growth and regeneration.

The new Local Plan is reflective of the Council Plan which sets out our vision to make Liverpool fairer, cleaner and stronger for all and addresses the long-term issues facing our city, setting out how we can improve outcomes for our residents. Six strategic pillars support this vision: A strong and fair economy for all; High quality and inclusive education, skills and employment; Thriving communities; Healthier lives for children and adults; A well-connected, sustainable and accessible city; A well-run council. Three cross-cutting principles feature throughout the plan - Climate action and environment; inclusion and equalities; Innovation and transformation.

A new Local Plan provides us with an opportunity to deliver these ambitions and positively shape our neighbourhoods through the use and development of land and buildings in Liverpool and ensure the design, function and feel of all our neighbourhoods creates places people can call home and want to start businesses in. It provides the opportunity to:

- Coordinate and direct investment in a way that meets local ambitions
- Positively shape our neighbourhoods and deliver place-based priorities
- Ensure the benefits of growth are felt by all in the city
- Address the key challenges faced by our city
- Set out a positive and ambitious vision for the future sustainable growth of Liverpool
- Collaborate with our communities and businesses on the future of our city

This is our opportunity to work together to create a fairer, healthier and more sustainable Liverpool, where investment and development drives inclusive growth that benefits everyone and all communities, where we protect our natural assets and create opportunities for future generations to achieve their full potential and enjoy everything that our city has to offer.

Contents

Chapter 1: Introduction

What is the Liverpool Local Plan?	7
What stage are we at?	7
Why do we need a new local plan?	7
What will the Scope of the Local Plan be?	8
Structure of the Plan	8
Evidence and Appraisal	10
Policy Context	10
Engagement and Consultation	11

Chapter 2: Liverpool Today

Introduction	14
Challenges and Opportunities	16
Liverpool's City centre	16
An Inclusive and Strong Economy	16
Our Homes	17
Vibrant, Sustainable, Healthy and Thriving Communities	17
Liverpool's Biodiversity, Green and Blue Infrastructure	18
Responding to a Changing Climate	18
Connectivity and Movement	19
Liverpool's Heritage	19

Part 1: Liverpool in 2041: Vision and Strategic Growth Policies

Chapter 3: Local Plan Vision and Objectives

Introduction	22
Local Plan Vision	22
Strategic Objectives	23

Chapter 4: Strategic Policies

Introduction	30
--------------	----

Liverpool's Growth, Spatial Strategy and Places 30

Policy STP1: Liverpool's Growth Strategy	31
Policy STP2: Strategic Spatial Strategy	35
Policy STP3: Housing Delivery	41
Policy STP4: Employment Supply and Allocations	46
Supporting Delivery of the City's Growth	52
Policy STP5: Infrastructure	53
Policy STP6: Developer Contributions	53

Strategic Thematic Policies -

Supporting Liverpool's Growth 54

Policy STP7: Green and Blue Infrastructure	54
Policy STP8: Protecting Environmentally Sensitive Areas	55
Policy STP9: Delivering Quality of Place	57
Policy STP10: Health and Well Being	59
Policy STP11: Climate and Sustainability	61
Policy STP12: Sustainable Movement and Connectivity	62
Policy STP13: Social Value	63

Part 2: Development Management Policies and Implementation

Chapter 5: City Centre

Policy CC1: The City Centre Business District	68
Policy CC2: Pall Mall and Moorfields	69
Policy CC3: The Knowledge Quarter	70
Policy CC4: Paddington Village	71
Policy CC5: The Fabric District	72
Policy CC6: Protecting and Enhancing the Primary Shopping Area	73
Policy CC7: Mathew Street and Cavern Quarter	74
Policy CC8: Central Station	75
Policy CC9: St George's Gateway	76
Policy CC10: Ropewalks	77
Policy CC11: Chinatown	78
Policy CC12: Pumpfields and Limekilns	79
Policy CC13: Ten Streets	80
Policy CC14: North Docks including King Edward Triangle	83
Policy CC15: The Baltic Triangle	85
Policy CC16: Recreational Use and Activation of Dock Water Spaces, Quaysides and the Waterfront	88
Policy CC17: Waterfront Design Requirements	89
Policy CC18: The Night-time Economy	90
Policy CC19: Hot Food Takeaways in the City Centre	91
Policy CC20: Convenience Retail Provision and Community Facilities in the City Centre	92
Policy CC21 City Centre Housing Provision and Mix	93

Chapter 6: A Strong Economy for All

Policy EC1: Employment Areas	95
Policy EC2: Efficient use of Employment Land	98
Policy EC3: Office Development	99
Policy EC4: Mixed-Use Areas and Sites	100
Policy EC5: Major Culture, Tourism and Sports Facilities and Events	101
Policy EC6: The Ports of Liverpool and Garston	102
Policy EC7: Liverpool John Lennon Airport	104
Policy EC8: Universities and Higher Education	106

Chapter 7: Our Homes

Policy H1: Creating Mixed Communities	109
Policy H2: Affordable Housing Provision	111
Policy H3: Independent Living and Specialist Housing	113
Policy H4: Primarily Residential Areas	115
Policy H5: Accommodation for Gypsies, Travellers and Travelling Showpeople	116
Policy H6: Custom and Self Build, Community-led Housing and other Housing Provision	117
Policy H7: Houses in Multiple Occupation (HMO)	118
Policy H8: Provision of Purpose-Built Student Accommodation	119
Policy H9: Co-living	121
Policy H10: Build to Rent Housing	122
Policy H11: Children's Residential Care Homes	123
Policy H12: Accessible Homes	124
Policy H13: Conversions of Residential Properties to Flats	126
Policy H14: New Housing Design Requirements	127
Policy H15: House Extensions	129
Policy H16: Private Outdoor Amenity Space	130
Policy H17: Public Open Space in New Housing Development	131

Chapter 8: Vibrant, Sustainable, Healthy and Thriving Communities

Protecting and Enhancing Communities	134
Policy TC1: Town Centre Uses in District, Local and Neighbourhood Centres	134
Policy TC2: Retail and Leisure Uses out of Centre	135
Policy TC3: Community Facilities	136
Policy TC4: Meanwhile Uses	137
Policy TC5: Food and Drink Uses and Hot Food Takeaways Outside of the City Centre	138
Policy TC6: Betting Shops and Adult Gaming Centres	140
Policy TC7: Development and Management of Short-Term Let Accommodation	141
Education and Health Care Facilities	141
Policy TC8: Development of Education Facilities	142
Policy TC9: Residential Development and Education Provision	143
Policy TC10: Primary Health Care Facilities	144
Protecting Health	145

Policy TC11: Hazardous Substances	145
Policy TC12: Pollution	146

Chapter 9: Liverpool's Biodiversity, Green and Blue Infrastructure

Policy GI 1: Green Belt	150
Policy GI 2: Green Wedges	151
Policy GI 3: Protection of Open Space	153
Policy GI 4: Water Spaces	155
Policy GI 5: Nature Protection	156
Policy GI 6: Tree Canopy Cover	159
Policy GI 7: New and Existing Vegetation	160
Policy GI 8: Achieving Biodiversity Net Gain	163
Policy GI 9: Urban Greening Factor	165

Chapter 10: Responding to Climate Change and Managing Natural Resources

Policy NZ1: Achieving Net Zero	169
Policy NZ2: Adapting to Climate Change	170
Policy NZ3: Sustainable Energy and Construction	170
Policy NZ4: Embodied Carbon and Circular Economy	171
Policy NZ5: Renewable Energy	171
Policy NZ6: Managing Flood Risk	172
Policy NZ7: Coastal Protection	173
Policy NZ8: Minerals	173

Chapter 11: A Well-Connected City

Policy T1: Transport Assessments	176
Policy T2: Strategic Transport Infrastructure	177
Policy T3: Active Travel- Prioritising Walking, Wheeling and Cycling	178
Policy T4: Taxis	179
Policy T5: Parking	179
Policy T6: Low Emission & Zero Emission Transport	181
Policy T7: Access to Public Transport	182
Policy T8: Sustainable Movement of Goods, Services and Materials	183
Policy T9: River Terminals and Associated Infrastructure	184
Policy T10: Digital Connectivity and Telecommunications	185

Chapter 12: Heritage

Policy HE1: Historic Environment	188
Policy HE2: Listed Buildings	189
Policy HE3: Conservation Areas	191
Policy HE4: Historic Parks & Gardens	193
Policy HE5: Scheduled Monuments & Archaeological Remains	194
Policy HE6: Historic Environment and Climate Change	195
Policy HE7: Non-Designated Heritage Assets	196
Policy HE8: City Image & Landmark Buildings	197
Policy HE9: Dock Water Space (including Quaysides)	198

Chapter 13: Quality Placemaking and Urban Design

Policy QD1: Strategic Masterplans and Frameworks	201
Policy QD2: Design Principles	202
Policy QD3: Local Character and Distinctiveness	203
Policy QD4: Streets and Public Realm	204
Policy QD5: Inclusive Design	205
Policy QD6: New Development and Alterations and Extensions to Existing Buildings	206
Policy QD7: Tall Buildings	207
Policy QD8: Public Art	209
Policy QD9: Signage and Advertisements	210
Policy QD10: Shopfronts	211



CHAPTER

01

Introduction



01 Introduction

What is the Liverpool Local Plan?

- 1.1 The Local Plan is the key planning document guiding sustainable and inclusive development across the city up to 2041 detailing our ambitions for Liverpool's sustainable growth. It addresses the city's challenges and opportunities, drawing on up-to-date evidence base studies and feedback from public consultation.
- 1.2 It serves as a strategic tool to coordinate and direct investment in alignment with local priorities. The Plan will help shape neighbourhoods positively and provides a spatial framework for the city's ambitions. It achieves this by identifying needs and opportunities for housing, jobs, and important infrastructure. It provides the basis for safeguarding the environment, adapting to climate change, and securing good design. The Plan sets out policies and guidance for how and where growth will take place, and how we will use growth to improve the quality of life and provide opportunity for everyone. It is one of the most important tools in enabling development and guiding decisions on the future of Liverpool.

What stage are we at?

- 1.3 We are at the Regulation 18 stage of Plan preparation. In Autumn 2024 we consulted on a Scoping Document which set out the key matters to be covered by the Local Plan. This document is a draft of the Liverpool Local Plan which provides more detail with regard to proposed Local Plan content and includes draft policies. It is NOT the Publication Version of the Local Plan, and it is not a complete initial draft plan. This is because, while the evidence of the City's housing and employment needs have been finalised, there are several areas for which the evidence base is still being developed.
- 1.4 This means that a number of chapters need further development, but we have, in this Plan, set out all matters to be covered by a policy and policy scope where a full draft policy isn't set out. The evidence studies will be published as soon as they have been finalised. A number of assessments are also under preparation in support of the Local Plan and to meet

statutory requirements including a Sustainability Appraisal and Strategic Environmental Assessment, Habitat Regulations Assessment and Viability Assessment.

- 1.5 In addition, this draft Plan does not include a full Policies Map or a Delivery and Monitoring Section. These will be prepared for the next draft of the Local Plan which will be the Publication Local Plan (Regulation 19 & 20). This Plan does however include a map which shows the following:
 - Housing Allocations
 - Employment Allocations
 - Residential led mixed use allocations
 - Employment led mixed use allocations
 - Mixed use area allocations
 - City Centre Character Area Map
- 1.6 This draft Local Plan, whilst not complete, provides the context and opportunity for further engagement ahead of preparing the Publication Local Plan. Plan preparation over the coming months will be taking account of the available evidence and the need to deliver the sustainable growth of the city.

Why do we need a new local plan?

- 1.7 All Local Planning Authorities are required to prepare a local plan to guide the long term, strategic spatial development of their area. Planning decisions need to be made in accordance with the policies contained in the Local Plan unless material considerations indicate otherwise. For this reason, it is important that our Local Plan is up-to-date, and that our planning policies are based on recent evidence which reflects our current needs and aspirations and can take advantage of new opportunities.
- 1.8 The evidence used to prepare the current Local Plan requires updating. There have been changes to the National Planning Policy Framework (NPPF) and a number of national and local circumstances have changed which have had, and are continuing to have,

an impact on the City, examples include the pandemic, the 'cost of living crisis', changing economic conditions and net zero and climate change.

Once adopted this Plan will replace the Local Plan, adopted in January 2022.

What will the Scope of the Local Plan be?

The Local Plan will set out:

- **A strategic vision for Liverpool up to 2041.**
- **Strategic policies** including for growth and a spatial strategy setting out how and where the plan will deliver the city's housing and economic growth needs and supporting infrastructure.
- **Development management policies** that guide the delivery of development in the City and set out detailed criteria-based policies which will be used to determine planning applications alongside the Strategic policies. These policies provide detailed advice to developers and others

on matters such as the type and mix of new housing, affordable housing, type and location of employment uses, protection and enhancement of open spaces, preservation of the city's heritage, and the scale, design, accessibility and sustainability of proposals.

- **Site allocations** for residential, employment, retail and other land uses across the City, shown on the Policies Map; and
 - **Designations** where specific policies apply, such as for District and Local Centres and open spaces which are also shown on the Policies Map.
- 1.9 Once adopted the new local plan will replace all policies contained within the current adopted local plan. The Joint Waste Local Plan (JWLP) for Merseyside and Halton, adopted in 2013, is fit for purpose and continues to align with national policy. A future review of the JWLP will be undertaken in line with relevant planning legislation to ensure continued alignment with national policy and support the delivery of sustainable, integrated waste management across the city.

Structure of the Plan.

1.10 This Draft Local Plan is Structured as follows:

Table 1: Structure of the Regulation 18 Draft Local Plan

Chapter	Content
Chapter 1: Introduction	This includes what a local plan is, its scope, why we need a new local plan and the policy context it has been prepared under. It details how to comment on the Regulation 18 - Part 2 draft Local Plan and how your views will inform our Regulation 19 draft Local Plan.
Chapter 2: Liverpool Today	This provides a spatial portrait of Liverpool and the opportunities and challenges facing the city.

Part 1: Liverpool in 2041: Vision and Strategic Growth Policies

Chapter	Content
Chapter 3: Local Plan Vision and Objectives	The city-wide vision for Liverpool up to 2041, detailing our ambitions for Liverpool's sustainable growth. It aligns with the Council Plan and Local Strategic Partnership Plan 2040.
Chapter 4: Strategic Policies This chapter contains a mix of draft and placeholder policies.	Sets out the strategic policies for the quantum of housing and employment growth and the spatial strategy to deliver Liverpool's vision up to 2041. It also sets out a schedule of proposed allocations to deliver this growth and policy in respect of infrastructure to support the growth. To support the delivery of the vision for Liverpool up to 2041 thematic strategic policies for the city's green and blue infrastructure assets, heritage, quality of place, climate and sustainability, health and well-being and social value are also set out.

Part 2: Development Management Policies and Implementation

Chapter 5: City Centre

This chapter contains a mix of draft policies and placeholders for policies.

Sets specific policies for Liverpool City Centre - both area and thematic based.

Chapter 6: A Strong Economy for All

This chapter contains draft policies.

Sets out the policies in respect of economic growth.

Chapter 7: Our Homes

This chapter contains a mix of draft policies and policy placeholders.

Sets out the policies in respect of the type, tenure, mix and design of new homes.

Chapter 8: Vibrant, Sustainable, Healthy and Thriving Communities

This chapter contains a mix of draft policies and policy placeholders.

Sets out policies around retail, community facilities, education and creating and maintaining healthy neighbourhoods.

Chapter 9: Liverpool's Biodiversity, Green and Blue Infrastructure

This chapter contains a mix of draft policies and policy placeholders.

Sets the policy framework for the protection and enhancement of open space and biodiversity including a schedule of Local Wildlife Sites, Local Nature Reserves and Regionally Important Geological/ Geomorphological Sites.

Chapter 10: Responding to Climate Change and Managing Natural Resources

This chapter contains policy placeholders.

Sets out the policies to ensure the city delivers development that is adaptable and mitigates to the impacts of climate change.

Chapter 11: A Well- Connected City

This chapter contains a mix of draft policies and policy placeholders.

Sets out the policies for sustainable transport and movement in the City including public transport, walking, cycling and car parking provision. Includes policy in respect of digital connectivity

Chapter 12: Heritage

This chapter contains draft policies.

Sets out the policies for preservation and enhancement of the City's heritage including conservation areas and listed buildings.

Chapter 13: Quality Design and Placemaking

This chapter contains a mix of draft policies and policy placeholders.

Sets out the policies to ensure high quality design and placemaking in all development proposals.

Appendices and Annexes

Appendix 1- Site Allocation Proformas
Annex 1- Interim Recreational Mitigation Strategy

Evidence and Appraisals

- 1.11 The NPPF requires that Local Plans should be underpinned by relevant and up to-date evidence that is 'adequate and proportionate, focused tightly on supporting and justifying the policies concerned, and take into account relevant market signals.'

A number of evidence studies have been commissioned by the Council including:

- Employment Land and Premises Study (published alongside this draft Plan)
- Strategic Housing Market Assessment (published alongside this draft Plan)
- Views Study
- Conservation Area boundaries review
- Local Wildlife Sites
- Open Space Assessment
- Strategic Flood Risk Assessment
- Town Centres Uses Study
- City Centre Strategy
- Infrastructure Delivery Plan
- Climate Change & Achieving Net Zero Study
- Playing Pitch Strategy
- Transport Study

- 1.12 The evidence base studies are currently underway and have informed the policy development of this Regulation 18 Part 2 draft document along with various other studies and strategies from across the Council and Liverpool City Region Combined Authority.

- 1.13 Those studies not yet complete will be published as soon as they have been finalised. Further information on the documents which make up the evidence base can be found here: <https://liverpool.gov.uk/planning-and-building-control/plan-making-in-liverpool/liverpool-local-plan-2041/>

- 1.14 A number of assessments are also being prepared to support the local plan, in respect of ensuring the Local Plan policies have been tested with regards to their social, economic and environment impacts, and their deliverability. In accordance with legislation and guidance these comprise:

- Integrated Assessment comprising of: Strategic Environmental Assessment (SEA), Sustainability appraisal (SA), Habitats Regulations Assessment, Equality Impact Assessment and Health Impact Assessment
- Whole Plan Viability assessment

- 1.15 The Plan will also be supported by an Infrastructure Delivery Plan (IDP) which outlines the infrastructure needs of a specific area and how those needs will be met to support planned development and growth. It ensures that essential services like transportation, education, healthcare and utilities, amongst others, are available to accommodate population increases and changing demands.

Policy Context

Figure 1:
Liverpool City Council Planning Document Hierarchy



- 1.16 The Local Plan is consistent with national planning guidance (NPPF) and the emerging city region Spatial Development Strategy (SDS). It reflects the presumption in favour of sustainable development as set out in the NPPF and contains clear policies for how this should be applied locally.

- 1.17 Liverpool City Region is currently developing the Spatial Development Strategy which will contain high level policies and will only deal with planning matters that are of strategic importance to the city region. The local plan has been developed in accordance with the emerging policies within the strategy which can be

found here: <https://www.liverpoolcityregion-ca.gov.uk/sds> and will build upon these to provide more detailed and locally specific policies.

- 1.18 There are a number of Strategies (Council and City Region Combined Authority) that have guided and informed the preparation of this Local Plan. These include (but not limited to):
- Liverpool 2040 Strategic Partnership which sets out the strategic priorities for the city including providing healthy lives; a fair transition to net Zero; inclusive economic growth; quality homes and creating safe cohesive and clean communities. These themes have been embedded throughout the Local Plan.
 - LCC Liverpool Council Plan (2023- 2027)
 - LCC Inclusive Growth Strategy (Consultation Draft 2025)
 - LCC Housing Strategy (2025- 2030)
 - LCC Cultural Strategy (Consultation Draft 2025)
 - LCC Urban Mobility and Public Spaces Strategy (2040)
 - LCC Parking Strategy (Consultation Draft 2025)
 - LCC Transport Plan and Cycling and Walking Infrastructure Plan (2024)
 - LCRA Five Year Climate Action Plan (2023-2028)
 - LCRA Local Transport Plan (Consultation Draft 2024)
 - LCRA Plan for Prosperity (2022)
 - LCRA Equality Strategy (2022-2026)

Engagement and Consultation

How Liverpool has Co-operated on the Plan

- 1.19 The Local Plan and its associated evidence base has been and will continue to be developed in close cooperation with partner authorities from across the Liverpool City Region including Halton, Knowsley, Sefton, St Helens, and Wirral, as well as the adjoining council of West Lancashire. The Council has also engaged constructively with a range of statutory bodies, including the Environment Agency, Natural England and Historic England. This will continue throughout the preparation of the Local Plan.
- 1.20 In addition, Liverpool City Council is working collaboratively with key infrastructure providers such

as United Utilities, Peel Ports, National Highways, Merseytravel, and NHS organisations including the NHS Cheshire and Merseyside Integrated Care Board (ICB). These partnerships have and will continue to support the identification of cross-boundary issues and ensure that the Local Plan aligns with wider regional strategies, including the Liverpool City Region Combined Authority's ambitions for sustainable growth and infrastructure delivery.

- 1.21 Further details of how the Council has engaged with these organisations will be set out in the Duty to Cooperate Statement of Compliance, which will accompany the next stage of the Local Plan. This engagement is part of a continual process of strategic cooperation, in line with national policy requirements.

Engagement To Date Overview

- 1.22 In Autumn 2024 we undertook engagement to understand your views on the scope of the Local Plan including the spatial vision, strategic objectives and planning policy framework. We also issued a 'Call for Sites' which invited people to submit sites for development and/ or protection across the city. The Consultation Statement which accompanies this Local Plan sets out details of the engagement undertaken and sets out who we invited to make comments, how we invited comments, a summary of the responses received and how we have taken them into account in this version of the Local Plan.
- 1.23 The findings from this consultation, alongside the preparation of various evidence base studies, has informed the development of the proposed policies and site allocations which we are now seeking your views on as part of our second stage of Regulation 18 consultation.

How Can I Make Comments and What Will Happen to Them?

- 1.24 The City Council invites representations on this document, the Informal Draft Local Plan. The Council will place a local advertisement indicating where and when the consultation documents will be available for inspection. This will include making copies of the Local Plan documents available at the Central Library and Cunard Reception during normal opening hours. All relevant statutory bodies and individuals, groups and organisations on the Liverpool Local Plan consultation database will be informed. If you would like to be added to our database please let us know by emailing us: llp@liverpool.gov.uk

1.25 All consultation documents, including background evidential studies and other supporting documents are also/ will be available through the Liverpool Local Plan webpages.

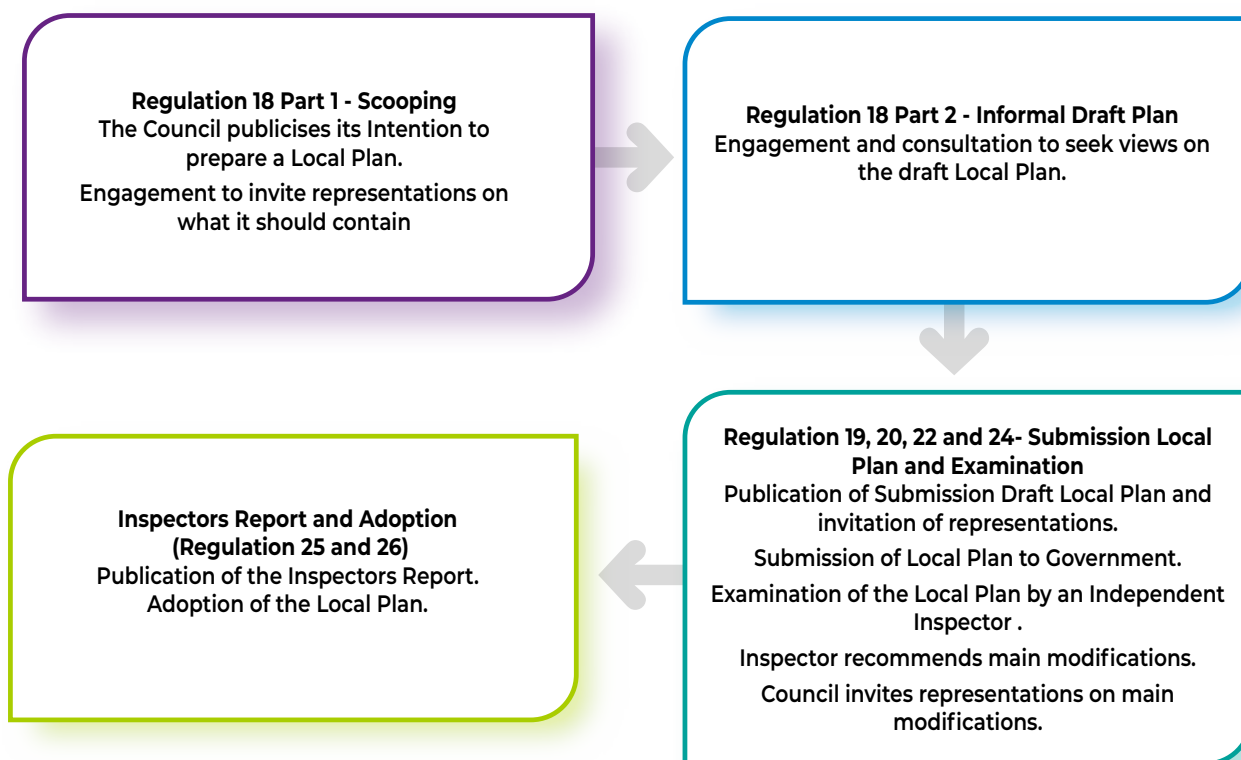
1.26 Our privacy statement can be found here: <https://liverpool.gov.uk/privacy-notice/service-area-privacy-notice/planning-services-privacy-notice/>

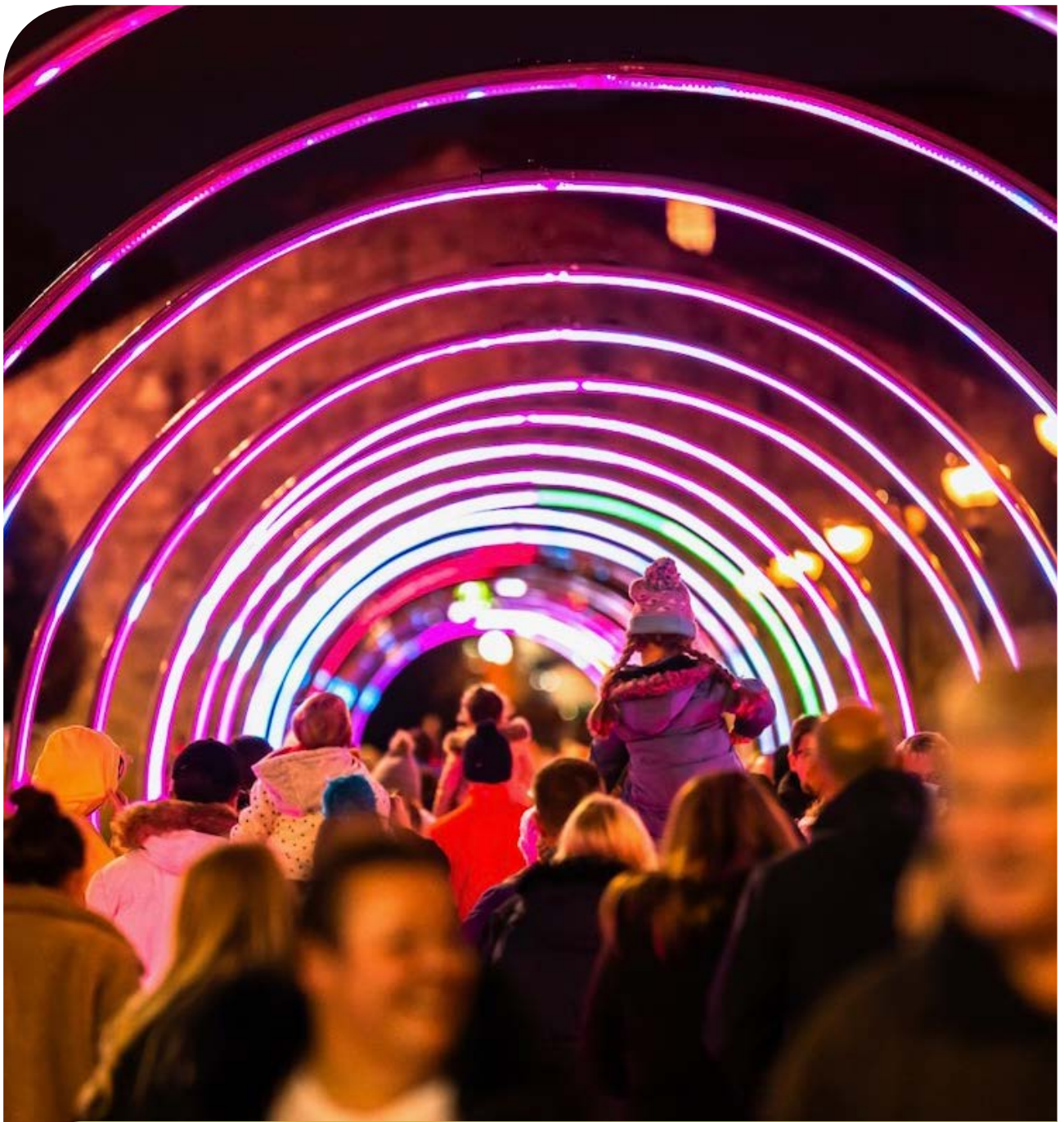
Engagement on this draft plan will run from 19th September to 9th November. Further details of how to comment on the plan can be found here: <https://liverpool.gov.uk/council/consultation-and-engagement/consultation/>

1.27 Alongside this consultation we are issuing a further 'Call for Sites', inviting the submission of further sites you think might be suitable for development – such as housing, industrial and commercial development, community uses, shops and services, culture/tourism or a mix of uses. You can also submit sites that you wish to see protected for their current use such as an open space or playing field. It should be noted that we will need to carry out detailed assessments of the site to determine its suitability.

1.28 Following on from this consultation we will produce a Publication Local Plan for publication in Spring 2026. We will be updating our Local Development Scheme (LDS) to reflect this. The representations received to this consultation will be considered when preparing that Plan.

Figure 2: Local Plan preparation stages





CHAPTER

02

Liverpool Today



02 Liverpool Today

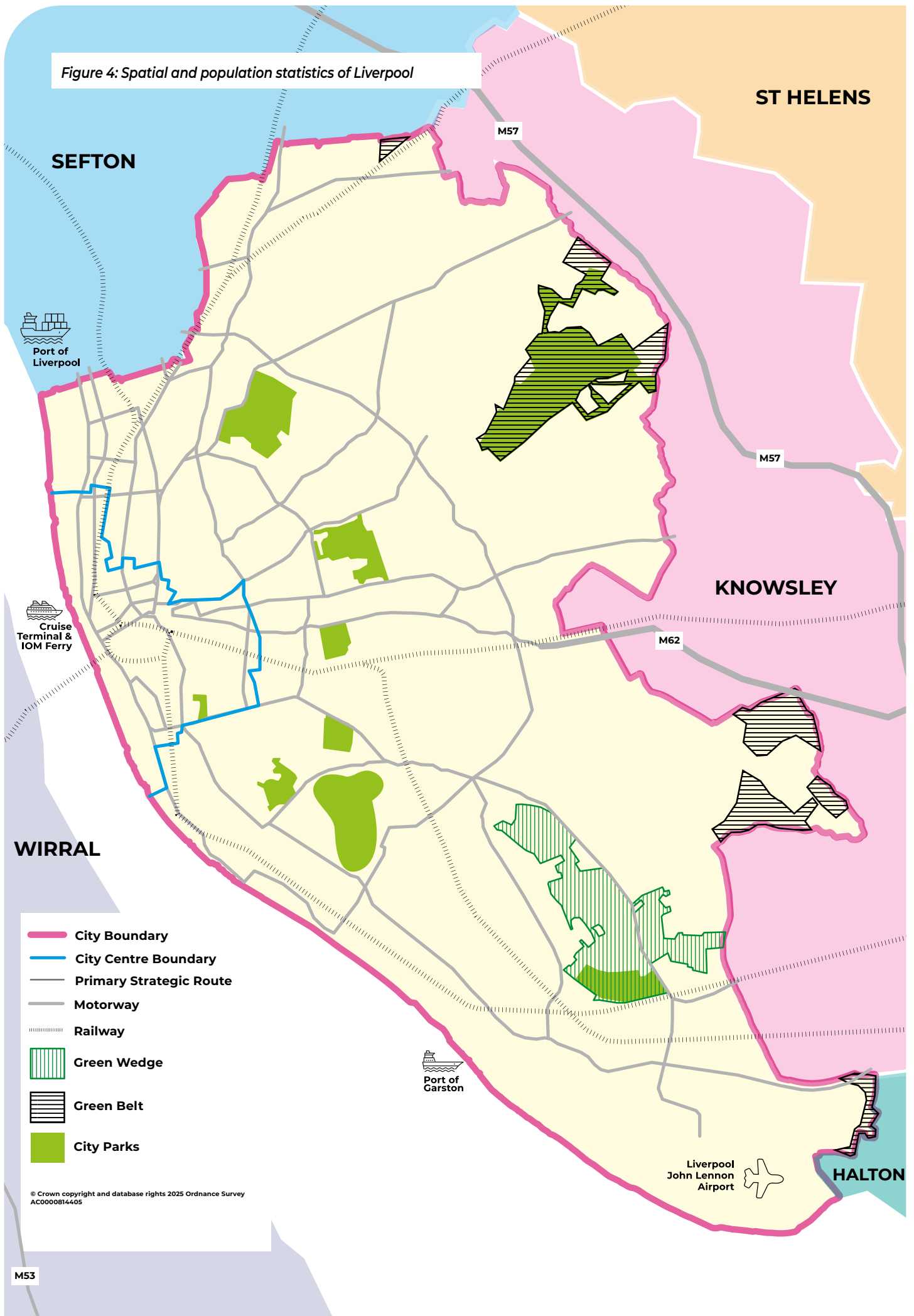
Introduction

- 2.1 The city lies at the heart of the Liverpool City Region and has close physical and functional ties with the other districts - Knowsley, Sefton, St Helens and Wirral - and with Halton. Liverpool is an international gateway through the Airport and Port of Liverpool (which primarily lies in Sefton) and has extensive links with the wider area.
- 2.2 Liverpool is predominantly urban in character, however, there are areas of open land at its edges designated as Green Belt, as well as a number of extensive parks within the built-up area. To the north and east, residential neighbourhoods blend seamlessly into the adjoining districts of Sefton and Knowsley, forming a continuous urban landscape across district boundaries.
- 2.3 Liverpool's unique functional and physical geography provides opportunities for growth and regeneration to address the challenges facing the city. This Local Plan sets out our ambitions for the city to deliver growth, taking account of Liverpool's spatial geography, challenges, opportunities and needs, as set out in Figure 4.

Figure 3: Spatial and population statistics of Liverpool



Figure 4: Spatial and population statistics of Liverpool





Challenges and Opportunities

Liverpool's City centre

- 2.4 Liverpool's city centre is the principal economic, commercial, retail, cultural and visitor hub for the city and city region and is a major destination for visitors from around the world. The city centre is also at the centre of the sub-regional transportation network.
- 2.5 The City Centre is a collection of vibrant interconnected destinations, living and working communities and neighbourhoods, places and spaces of commerce, making, learning, shopping, leisure and culture each having their own identities and opportunities. The key challenge is to manage the City Centre's complexities and ensure that all its component parts work together to shape a successful future.
- 2.6 Through the Local Plan, we need to set policies that ensure a vibrant, fit for purpose City Centre that balances residential and commercial growth, manages uses that may affect residential amenity and ensure development responds to its built heritage that is key to its character and identity.

An Inclusive and Strong Economy

- 2.7 Liverpool is a growing city with a young population, but it continues to lag behind regional and nationally in terms of economic resilience.
- 2.8 While employment growth has increased, much of it is in lower-value sectors, and economic inactivity remains high. The economy was negatively impacted in 2020 by the pandemic but has bounced back since. However overall, the city has experienced minimal growth in two decades¹.

- 2.9 Key sectors identified as crucial to the city's economic future include digital and creative industries; advanced manufacturing; health and life sciences; port, maritime and logistics; green technology and professional services. The City Region's Freeport designation and Life Sciences Enterprise Zone status offer significant opportunities to accelerate growth in these areas.
- 2.10 To maximise economic growth, the Local Plan must prioritise locations that are attractive to higher-value industries and it will be essential to support sector-specific requirements to drive long-term, sustainable growth across the city.

Figure 5: Employment statistics of Liverpool



1. Employment Land and Premises Study 2025

Our Homes

- 2.11 Homeownership across the city varies quite significantly with the suburban south seeing the highest proportion of owned homes and lowest proportion of socially rented homes ².
- 2.12 The city's housing offer is relatively narrow particularly in the city centre where over two thirds of households live in one and two bed properties.
- 2.13 The Local Plan will need to accommodate more homes to meet existing and future housing needs and will need to collaborate with its neighbours in this respect. We will need to ensure this growth is delivered where it is most needed and ensure that existing disparities within our housing mix is not exacerbated through policy to diversify our offer.

Figure 6: Housing statistics of Liverpool



Vibrant, Sustainable, Healthy and Thriving Communities

- 2.14 Liverpool is a diverse city with a strong network of shops and services that support daily life. The City Centre, along with district and local centres, plays a key role in providing access to goods, services, and social spaces. These centres are essential to community life, but many face challenges such as under-investment and vacancies.
- 2.15 At the same time, Liverpool experiences significant social and health inequalities. It is one of the most deprived areas in England, with high levels of child poverty and a life expectancy well below the national average. Health outcomes vary widely across the city, and without action, more residents are expected to live in poor health by 2040 ³.
- 2.16 The Local Plan must respond to these challenges by promoting inclusive and sustainable growth. This means supporting development that improves access to services, enhances local centres, and reduces inequality. It also means creating healthier environments through better housing, green spaces, active travel, and climate resilient design.

Figure 7: Community and health statistics of Liverpool



2. SHMNA 2025

3. State of Health in Liverpool Report 2040

Liverpool's Biodiversity, Green and Blue Infrastructure

- 2.17 Liverpool has substantial green and blue infrastructure assets which include local wildlife sites and corridors, parks, allotments, street trees, the internationally important Mersey Estuary, our world class waterfront, the Leeds-Liverpool Canal and numerous playing fields and parks (some with lakes) and private gardens.
- 2.18 Although there are many parks and open spaces, the geographical distribution and quality is not consistent across the city and there is potential for improvements. The local plan must therefore protect and enhance our green infrastructure network and looks at ways to improve accessibility to multi-functional, quality spaces.

Figure 8: Green infrastructure statistics in Liverpool



Responding to a Changing Climate

- 2.19 The Council has made a commitment to work together with staff, residents, businesses, partners, and stakeholders to take action to reduce our carbon footprint and become a zero-emissions council by 2030.
- 2.20 The city is vulnerable to flooding, sea level rise, and extreme weather events, which are expected to intensify with climate change. These risks are compounded by Liverpool's high levels of climate vulnerability which mean that the impacts of climate change are likely to be more severe and harder to manage, placing additional strain on communities and local resources.
- 2.21 The Local Plan will take a proactive approach to mitigating and adapting to climate change, considering the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating. New development will be planned to minimise climate change impacts and reduce greenhouse gas emissions.

Figure 9: Climate change statistics in Liverpool



Connectivity and Movement

- 2.22 Liverpool is a key transport hub, it connects people and goods nationally and internationally through major gateways like Liverpool Lime Street Station, John Lennon Airport, and the Port of Liverpool. The city also benefits from the Merseyrail network, linking it to surrounding towns and cities. These assets make Liverpool a vital part of the Northern Powerhouse. However, car travel remains dominant, contributing significantly to carbon emissions.
- 2.23 The Local Plan must ensure new developments promote inclusive - active travel and public transport as the preferred means of movement and that growth across the city is supported by sufficient transport infrastructure.

Liverpool's Heritage

- 2.24 Liverpool's historic role as a major port and trading centre has resulted in a rich and diverse architectural heritage. Liverpool's iconic waterfront stretches for over 10 kilometres with historic docklands and flanked with several important buildings.
- 2.25 The Local Plan will guide future development while protecting and enhancing this unique heritage, ensuring that growth respects and enhances the city's historic character.

Figure 10: Heritage statistics in Liverpool



Part 1

Liverpool in 2041: Vision and Strategic Growth Policies





CHAPTER

03

Local Plan Vision and Objectives



03 Local Plan Vision and Objectives

Introduction

3.1 The Local Plan Vision and Objectives are based on the Liverpool 2040 Plan and Liverpool Council Plan. The Liverpool Strategic Partnership sets a vision that 'By 2040, Liverpool will be a place where:

- People are safe, secure and happy in their neighbourhoods and homes
- All residents are supported to live healthy lives and are protected from a changing climate
- There is a prosperous and inclusive economy, which is built around an exciting and innovative city'

3.2 The Plan also sets the following 8 goals:

1. The Next Generation
2. Healthier Lives
3. A Fair Transition to Net Zero
4. Safe, Cohesive and Clean Communities

5. Quality Homes

6. Inclusive Economic Growth

7. An Exciting and Distinctive City

8. Vibrant Public Services

3.3 The Vision of the Council Plan is to make Liverpool fairer, cleaner and stronger for all. It sets 6 strategic pillars to achieve this vision:

1. A strong and fair economy for all
2. High quality and inclusive education, skills and employment
3. Thriving communities
4. Healthier lives for children and adults
5. A well-connected, sustainable and accessible city
6. A well-run council

3.4 The Local Plan is a key tool for delivering the priorities of both of these plans and its Vision is based on them.

Local Plan Vision

By 2041 Liverpool will be a sustainable, vibrant, distinctive and inclusive global city at the heart of the City Region. Fairness and inclusivity will be at the heart of the City's growth. Development opportunities will have been maximised to create an economically strong city with sustainable, inclusive and high-quality homes to meet people's needs and aspirations.

Liverpool's neighbourhoods will be vibrant, inclusive, high quality and sustainable places to live and work, with an outstanding and high quality natural and built environment.

In 2041, Liverpool will be a place where:

- People feel safe, secure and happy in their neighbourhoods and homes, through the delivery of new high quality neighbourhoods which diversify the housing offer and meet the housing needs of our communities

- All residents are supported to live healthy lives and are protected from a changing climate, with development delivering excellence in environmental sustainability
- There is a prosperous and inclusive economy, which is built around an exciting, creative and innovative city and capitalises on the city's strengths including knowledge and creative industries
- Accessibility and connectivity has been greatly enhanced across the city with a strong focus on active travel and sustainable modes, thus reducing impacts of the car.
- Enhanced social, environmental and physical infrastructure is being delivered that supports the city's growth ambitions
- All development contributes to 'good growth' which is socially and economically inclusive and environmentally sustainable, in order to maximise benefits for our residents.

- Heritage and green infrastructure assets will have been conserved and enhanced, made more accessible for future generations, and their role in the City's regeneration and growth strengthened in recognition of their importance to Liverpool's character and identity
- New development will have taken place in a manner that mitigates against and adapts to the cause and impacts of climate change. It will have taken account of flood risk, be energy efficient and of high design quality.

Liverpool will be a city with strong international and national connections including through the sustainable growth of Liverpool John Lennon Airport, the expansion of the Cruise Liner Terminal and the continued role of Garston Port, Port of Liverpool and Lime Street Station.

Liverpool City Centre will continue to be a thriving and growing regional centre for commercial and retail investment, cultural, tourist, art, civic, and leisure facilities. It will be welcoming and navigable for visitors and it will have maintained and enhanced its role as the economic hub for the City Region with world class education and businesses. High quality City Centre urban living and its role in contributing to meeting the City's housing needs will have been significantly strengthened.

The city centre northern fringes comprising North Docks, Ten Streets, Pumpfields & Limekilns and Pall Mall/ Moorfields will have undergone transformational

change with the delivery of new high quality, sustainable, inclusive new homes and associated social, environmental and physical infrastructure, creating stable, mixed, vibrant and sustainable communities;

Liverpool North will also have seen significant transformation and will have become a high quality inclusive, sustainable, regenerated, and re-connected neighbourhood that has prioritised resident's needs and aspirations.

Liverpool's Iconic Waterfront, from the Everton Stadium to the former Garden Festival site will be a vibrant and thriving people first place, with activated water spaces, enhanced public spaces, green infrastructure and connectivity north/ south and east/ west. Opportunities for growth will have been maximised. North Docks will be a high quality vibrant, mixed, sustainable and inclusive residential neighbourhood supported by social, environmental and physical infrastructure.

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

Strategic Objectives

- 3.5 We have developed a series of objectives for the Local Plan to help deliver the vision and ambitions of both the Council Plan and Liverpool 2040. The strategic objectives of the Local Plan are set out below, alongside priorities of the Council Plan and Liverpool 2040, plus the relevant key policies in this Local Plan, to show how they will contribute to and work together to achieve the Council's priorities for Liverpool. It is important to note that objectives in respect of health and wellbeing, climate change and inclusivity are key themes running throughout the Plan and thus all policies contribute to achieving these objectives, although specific policies in respect of responding climate change are also included in this plan.



Everton stadium and the North Docks

Table 2: Strategic Objectives

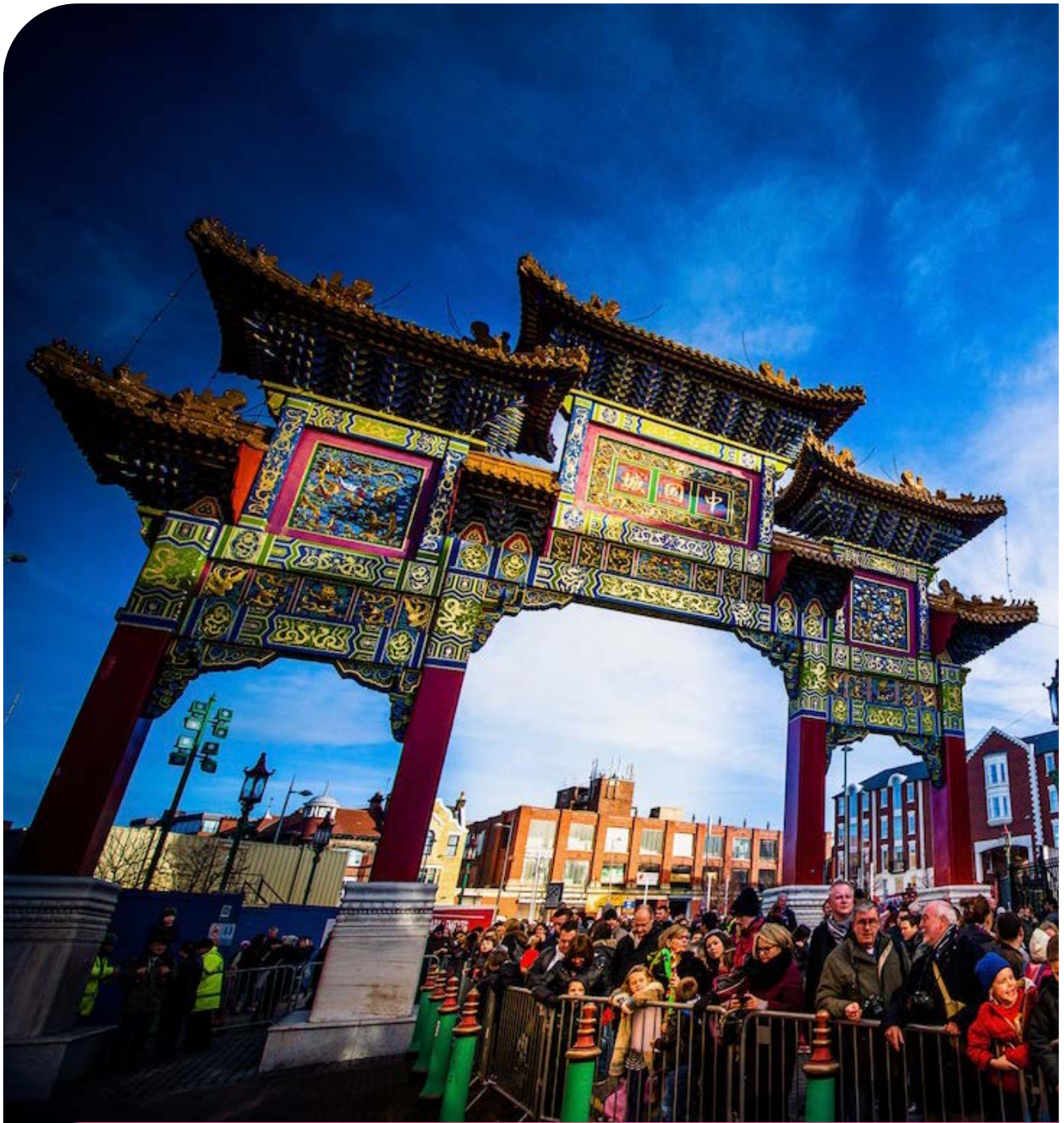
Strategic Objective	Liverpool 2040 Goals	Liverpool Council Plan Pillars	Local Plan policies
<p>A Strong, Vibrant City Centre</p> <ul style="list-style-type: none"> To build a resilient City Centre that supports a strong economy and offers a diverse range of employment opportunities for all To ensure a strong, resilient and adaptable retail and leisure core catering for visitors and residents A safe, inclusive, distinctive and increasingly green city centre. A city centre with a strong leisure, evening, night-time and economy, celebrating its cultural assets. A diverse city centre that provides the opportunity for a range of businesses to develop and thrive, from start-up independents to national multiples. A connected city centre that is readily accessible by walking, cycling and public transport and where pedestrians are prioritised, and vehicle traffic is managed providing opportunity to improve and enliven the public realm. A liveable city centre with an increased quantum and choice of housing types and access to supporting shops and services. 	2, 4, 5, 6, 7	1, 2, 3, 5	Chapter 5: City Centre

Strategic Objective	Liverpool 2040 Goals	Liverpool Council Plan Pillars	Local Plan policies
Ensure Strong and Inclusive Economic Growth <ul style="list-style-type: none"> • Innovation, productivity and investment to drive economic growth. • Maximise opportunities for the City's residents to contribute to, and share in, the success of Liverpool's economy and ensure that people's aspirations are supported. • To enable more and, particularly, better quality jobs to be created in the city's economy in order to raise average incomes and build a future based on Liverpool's competitive advantages including knowledge based and creative industries. • To ensure there is a sufficient range of locations, land and premises available for new businesses and those relocating from within the city and elsewhere that are of a high quality and suitable for the needs of modern businesses. • To support the growth and development of the city's universities, colleges and training providers to enable an increase in the skills and capacity of the workforce. 	1, 5, 6, 7	1, 2, 3, 5	<p>Chapter 4: Strategic Policies: STP1, STP2, STP4</p> <p>Chapter 6: A Strong Economy for All</p> <p>Chapter 5: City Centre Policies</p>
To Deliver High Quality New Homes <ul style="list-style-type: none"> • To increase the supply of sustainable, inclusive and high-quality homes to support people's needs and aspirations. • To ensure the provision of genuinely affordable homes. • To ensure residents have choice through diversification of the type, tenure, size and mix of new homes. • Ensure the provision of new homes that meet the needs of those requiring support and support people in maintaining independence in their own homes and communities in which they live for as long as possible. • To ensure Liverpool has a deliverable supply of housing development land so the city can meet its requirement for new housing and strive to deliver more. • To ensure delivery of genuinely mixed and sustainable communities. 	2, 3, 4, 5	3 and 4	<p>Chapter 7: Our Homes</p> <p>Chapter 5: City centre - CC21</p>

Strategic Objective	Liverpool 2040 Goals	Liverpool Council Plan Pillars	Local Plan policies
Vibrant, Sustainable and Thriving Communities <ul style="list-style-type: none"> To create neighbourhoods that work for everyone, with a mix of housing and access to a range of local facilities, services and open space, offering all residents the best life chances. To ensure the City's shopping centres are accessible and sustainable and provide for the day- to-day needs of our residents and contribute to improving health and well-being. 	1, 5, 6, 7	1, 2, 3, 5	<p>Chapter 4: Strategic Policies- STP2, STP9, H1</p> <p>Chapter 5: City Centre - Character Area policies CC1 to CC15</p> <p>Chapter 8: Vibrant, Sustainable, Healthy and Thriving Communities</p> <p>Chapter 9: Liverpool's Biodiversity, Green and Blue Infrastructure</p>
Accessible, High Quality Green Infrastructure <ul style="list-style-type: none"> To protect, enhance and improve access to the City's parks and green spaces, water spaces and biodiversity, for the benefit of health and well-being; climate change and to enable and encourage active lifestyles. Provision of new green infrastructure within new developments. 	2, 3, 4	3, 5	<p>Chapter 4: Strategic Policies- STP7, STP8, STP10, STP11</p> <p>Chapter 5: City Centre - Character Area policies CC1 to CC15</p> <p>Chapter 7: Our Homes-H16, H17</p> <p>Chapter 9: Liverpool's Biodiversity, Green and Blue Infrastructure</p>
A City Resilient and Adaptable to the Impacts of Climate Change <ul style="list-style-type: none"> Development that responds to the climate emergency by delivering zero carbon development Reducing and mitigating flood risk Reducing energy use in existing buildings Optimising resource efficiency and achieve the highest possible environmental standards Buildings and spaces to be designed and constructed to adapt to, and reduce, the effects of climate change To protect and enhance Liverpool's water resources, and minimise pollution of water, air and soil. 	3, 5, 6	3, 5	<p>Chapter 4 : Strategic Policies- STP11</p> <p>Chapter 10: Responding to Climate Change and Managing Natural Resources</p> <p>Plus policies throughout the plan in respect of design, sustainable movement, and City Centre policies</p>

Strategic Objective	Liverpool 2040 Goals	Liverpool Council Plan Pillars	Local Plan policies
A Well-connected, Sustainable and Accessible City <ul style="list-style-type: none"> To support an integrated and sustainable transport network that promotes and enables walking, cycling and public transport, in order to reduce congestion, improve air quality and safety, and enable active travel and healthier lifestyles Reduce reliance on private cars, to reduce air pollution and improve health and well-being. To locate new development where it minimises the distances that people and goods need to travel including focusing development around key transport hubs Ensure provision of sustainable transport infrastructure that supports the city's growth ambitions To ensure delivery of safe, healthy, accessible and inclusive streets To ensure delivery of high quality digital infrastructure 	3, 4, 6	1, 3, 5	Chapter 4: Strategic Policies- STP10, 11 and 12 Chapter 11: A Well Connected City
Conserve the City's Heritage & Place Led, People First Design <ul style="list-style-type: none"> Preserve and enhance the unique character and heritage assets of Liverpool Promote high quality, inclusive and sustainably designed development which protects resident's amenity Ensure the creation of attractive, safe places with distinct identities High quality design of new neighbourhoods, buildings, public spaces, and streets. To achieve inclusive design of buildings, streets and public spaces so that they can be easily accessed and used by everyone. 	2, 3, 4, 5, 6, 7	1, 3, 4, 5	Chapter 4: Strategic Policies-C STP9 Chapter 5: City Centre Chapter 7: Our Homes- H1, H14, H15,H16 and H17 Chapter 10: Responding to Climate Change and Managing Natural Resources Chapter 12: Heritage Chapter 13: Quality Design and Placemaking

Strategic Objective	Liverpool 2040 Goals	Liverpool Council Plan Pillars	Local Plan policies
An Inclusive and Equitable City <ul style="list-style-type: none"> To ensure that development meets the needs of Liverpool's diverse communities and enables safe, strong, stable, inclusive, sustainable and vibrant multi- generational communities, to help reduce inequality in the City. Support the provision of accessible facilities and services to meet community needs. Ensure people's aspirations are supported through access to education, skills development, and jobs To deliver development that considers the needs of children and young people. 	1, 2, 4, 5 6, 7, 8	1, 2, 3, 4, 5, 6	All Plan Policies
Ensure Healthier Lives for All <ul style="list-style-type: none"> To promote health and well-being and reduce physical and mental health inequalities through high quality design and place making. Improve access to nature and green infrastructure. Provision of high-quality, inclusive, sustainable new homes and access to jobs and services. Support people to lead healthy and active lifestyles. 	1, 2, 3, 4, 5, 6	3, 4, 5	All Plan Policies



CHAPTER

04

Strategic Policies



04 Strategic Policies

Introduction

- 4.1 This Local Plan sets out Strategic policies for Liverpool that will deliver ambitious, sustainable, inclusive growth for the City, ensuring growth and investment meets the needs of our current and future residents and businesses to 2041. The policies reflect the Council regeneration priorities, as well as our 2040 Plan, Council Plan and wider strategies for housing and the economy.
- 4.2 The policies below set out the Local Plan growth ambitions and the spatial distribution of growth for Liverpool; as well as strategic policies in respect of ensuring infrastructure provision is provided in a timely manner and supports this Local Plan's policies for growth; and with regard to the city's green and blue infrastructure assets, heritage, climate and sustainability, health and well-being, social value and infrastructure.
- 4.3 Liverpool's Local Plan policies also align with and reflect those in the emerging Liverpool City Region Spatial Development Strategy (SDS) that sets the strategic planning framework for Liverpool City Region in respect of Housing; Economy and employment; Leisure and commercial; Infrastructure; Community facilities and Natural and historic environment. The Local Plan will not seek to repeat these policies if the SDS is adopted ahead of this Local Plan but will build upon them and provide more detail in respect of applying them to Liverpool.
- greatest social, environmental and economic needs.
- 4.5 The approach in this Local Plan reflects the City's ambitious journey to accelerate change and foster economic and housing growth across Liverpool. Liverpool has set out a long-term regeneration and investment strategy for the City. As part of that strategy, and to support the delivery of a priority Regeneration Programme, the Council, working alongside other key stakeholders wishes to transform places in which people live and work, restore market confidence and to create an environment conducive to sustainable economic growth.
- 4.6 For people to succeed and be part of growth in the city, we need to build more homes and invest in infrastructure so they can live in and move around the city safely, affordably and sustainably. We want the city to grow in a way that benefits all our communities by ensuring provision of a supply of high-quality new homes to suit different needs and affordability.
- 4.7 The emerging SDS sets the overall City Region housing and employment targets, requiring the city region authorities to identify sufficient deliverable and developable sites and/ or broad locations for their respective plan period. It also sets out the source of supply for housing; and requires each local authority to maintain a sufficient supply of deliverable sites to provide for at least five years' worth of housing and the employment land and floorspace requirements for the city region.

Liverpool's Growth, Spatial Strategy and Places

- 4.4 Our growth plan will deliver sufficient new development to meet the city's needs to 2041. The spatial strategy for Liverpool sets out how much growth is needed and where this growth will take place, with a specific focus on the City Centre, City Centre Fringes and Liverpool North. The Plan focuses on brownfield land to ensure sustainable growth. Our approach capitalises on the potential for Liverpool to deliver sustained and ambitious growth for the City that creates vibrant, sustainable, stable and inclusive communities, particularly within areas with the
- 4.8 Spatially, the SDS sets out that the focus for growth will be Liverpool City Centre, the Inner Urban Area and the Wider Urban Area. These areas encompass the whole of the Liverpool administrative area. This Local Plan thus sets out the spatial priorities within the City and sets out a direction for each part of the city including identifying specific locations for growth and regeneration and locations for new neighbourhoods. The policies are driven by the City's spatial geography including the challenges and opportunities linked to a robust evidence base and Council regeneration ambitions.

Policy STP1: Liverpool's Growth Strategy

This Local Plan promotes growth that delivers the homes, jobs, employment floorspace, infrastructure, and community facilities to meet Liverpool's identified needs whilst protecting and enhancing the City's built and natural environmental assets. For the period to 2041 the Local Plan supports:

1. Delivery of a minimum of 29,824 net additional dwellings by 2041, equating to at least 1864 homes per annum to 2041. The aspiration is that this figure will be exceeded where this can be supported by service and infrastructure capacity, and associated resource for unlocking the development potential of the City.
2. Provision of 691,000 sqm of employment floorspace by 2041, comprising of 408,000 sqm of industrial, 229,800 sqm of office, and 53,200 sqm of R&D floorspace to meet identified quantitative need. This will be supported by site allocations that not only deliver the required quantum but also reflect qualitative factors including appropriate unit sizes, high-quality provision, and suitable locations for the intended employment use class.
3. The delivery of new space for the following new and existing business sectors with strong growth potential in Liverpool and the City Region:
 - Airport, and aviation-related activity
 - Tourism and visitor economy (including Everton and Liverpool Football Clubs)
 - Low-carbon economy (including AI-driven sustainable energy and digital infrastructure)
4. The allocation of 138 Sites for new development which provide a deliverable and developable supply of sites to meet the City's identified needs, comprising 41 sites for housing, 44 sites for employment development; and 53 mixed use sites including 14 sites for housing led mixed use and 12 sites for employment led mixed use.
5. New Infrastructure required to meet the City's growth to 2041 which will be informed by the Infrastructure Delivery Plan as set out in Policy STP5
6. Protection and enhancement of the city's green infrastructure including strategic and locally important parks and open spaces, as identified in Policy STP 7
7. Protection, management, and enhancement of designated and non-designated heritage assets including Listed Buildings, Conservation Areas, Registered Historic Parks and Gardens, Scheduled Monuments and archaeological remains.

Knowledge based industries

- Universities and Higher Education
- Health and Life Sciences (including AI driven medical innovation)
- Advanced science, manufacturing and engineering
- ICT, digital technology and AI -powered solutions

Other Key economic Sectors

- Digital, Creative and screen industries (including film, TV production and gaming)
- Financial, professional, and business services
- Logistics, port, and maritime industries

Explanation

- 4.9 This policy sets out the City's development needs to realise its regeneration ambitions over the lifespan of the Local Plan. It is based on a robust and up to date emerging evidence base and reflects the City's wider aspirations and strategies in respect of growing the city, and maximising Liverpool's enormous potential. The proposed levels of growth will be delivered in a manner that safeguards and enhances Liverpool's valued built and natural environmental assets. It is essential that the City's growth is supported by investment in social, physical and environmental infrastructure. Other policies within this Local Plan deal with the natural and built environment and infrastructure provision, while policy STP2 sets out the spatial priorities for investment and growth across Liverpool.
- 4.10 The minimum housing need requirement for Liverpool as derived from the Government's Standard Methodology for calculating housing needs is 29,824 net new homes across the whole plan period (2025 to 2041) which equates to 1,864 homes per annum. The new Standard Method for calculating housing need is central to the Government's objective to boosting the delivery of new homes. This Local Plan demonstrates that the city can meet this requirement through a good supply of deliverable sites. The city aspires to exceed this target which will require resource to be put in place to unlock sites including the delivery of supporting services and infrastructure. The Council is undertaking detailed work in respect of the land supply in Liverpool North to assess the opportunity to deliver a greater number of homes in conjunction with employment uses and supporting social, physical and green infrastructure.
- 4.11 To assess Liverpool's economic context and provide robust evidence on the need for, and supply of, employment sites within the city, the Council commissioned the Employment Land and Premises Study 2025 (ELPS). The ELPS assesses the current and anticipated economic environment, models future requirements, evaluates the existing and pipeline supply of employment land and premises, and considers potential site allocations to meet future employment development needs.
- 4.12 The ELPS indicates that there is a requirement for 691,000 sqm of employment land to meet the City's needs over the study period of 2022 to 2041. The ELPS assesses the balance between demand for employment land and the supply of employment land over the plan period to 2041, in both quantitative terms (in regard to the hectares of land required and available) and in qualitative factors, including the suitability of existing employment land in relation to market demand.
- 4.13 Whilst in quantitative terms the study finds an oversupply of office floorspace, this is based on the assumption that Pall Mall will continue to be allocated. It also finds that there is a critical need for Grade A floorspace. Thus the Local Plan needs to allocate sites for office uses. It is a similar picture for industrial land where the evidence points to a need to allocate land for qualitative reasons to ensure suitability for modern occupier demands and market flexibility.
- 4.14 This Plan allocates 44 employment sites and 12 employment led mixed use sites to meet the residual need and qualitative needs identified in the ELPS and this is addressed in more detail in policy STP4 below.
- 4.15 This policy supports a diverse range of business sectors that are essential to the city's economic resilience and long-term growth. In alignment with the SDS, the emerging Inclusive Growth Strategy (2024) and the Employment Land and Premises Study (ELPS) 2025, the Local Plan prioritises investment across the following sectors:

Knowledge-Based Industries

Universities and Higher Education

- 4.16 Liverpool is home to several higher education institutions that contribute to research and innovation, including the University of Liverpool, Liverpool John Moores University, Liverpool Hope University, and specialised institutions like the Liverpool School of Tropical Medicine. These institutions play a crucial role in developing a highly skilled workforce, creating academic-industry collaborations, and supporting knowledge-driven economic growth. Education remains at the heart of Liverpool's future growth, providing high-quality jobs and equipping the workforce with future-ready skills to meet the demands of key sectors such as health sciences, digital technology, and advanced manufacturing. Investment in higher education also contributes to job creation, international student attraction, and support for local businesses and innovation.

Health and Life Sciences (including AI-driven medical innovation)

4.17 The health and life sciences industry remains one of Liverpool's largest economic contributors, supporting global partnerships and creating new opportunities for biomedical research and AI integration. Continued expansion in these fields will further establish Liverpool as a key player in medical advancements. The Knowledge Quarter Liverpool (KQ Liverpool) has already had £1 billion in recent developments and a further £1 billion investment is proposed for Paddington Village¹. Further details on KQ Liverpool are in the City Centre Chapter Policy CC3

Advanced Science, Manufacturing, and Engineering

4.18 Liverpool's business parks in South Liverpool support automotive, airport related businesses, materials science, and precision engineering, benefiting from strong investment and driving high-value production. These industries ensure Liverpool remains competitive in global supply chains. Within KQ Liverpool, the Manufacturing Technology Centre (MTC) provides cutting-edge research and industrial innovation, strengthening Liverpool's position as a hub for advanced manufacturing and engineering excellence. In North Liverpool, the Port of Liverpool plays a crucial role in advanced manufacturing and logistics, offering fast access to international markets and strengthening supply chain efficiency.

ICT, digital technology and AI-powered Solutions

4.19 Liverpool's ICT and digital technology sector continues to expand, driving innovation in financial services, cybersecurity, e-commerce, and data analytics. The city's tech infrastructure has been strengthened by LCR Connect, a £30 million investment in a 214km gigabit-capable full-fibre network, operational since February 2024. This initiative enhances digital inclusion, high-speed connectivity, and supports businesses across the region.

Digital and creative and screen industries (including film, TV production and gaming)

4.20 Liverpool sits at the core of the region's digital and creative industries, fuelling innovation and economic growth in the sector. Across the City Region, the sector encompasses 6,500 companies, collectively employing over 51,000 professionals, including 20,000 freelancers.

Liverpool's film industry continues to thrive, attracting high-profile productions and reinforcing its status as a leading UK film hub. The Liverpool Film Office supports over 1,500 productions annually, contributing to £168 million in inward investment over the past five years.²



Financial, Professional and Business Services

4.21 Liverpool sits at the core of the region's digital and creative industries, fuelling innovation and economic growth in the sector. Across the City Region, the sector encompasses 6,500 companies, collectively employing over 51,000 professionals, including 20,000 freelancers. Liverpool's film industry continues to thrive, attracting high-profile productions and reinforcing its status as a leading UK film hub. The Liverpool Film Office supports over 1,500 productions annually, contributing to £168 million in inward investment over the past five years².

Logistics, Port and Maritime Industry

4.22 Liverpool is the UK's top port-centric logistics hub, ranked first in Knight Frank's 2023 analysis of 41 ports³. The Port of Liverpool, the largest Atlantic-facing port, is a gateway for transatlantic trade, serving as a key logistics link for Irish freight and global supply chains. The Liverpool2 deep-water container terminal enhances direct connections to North America, Europe, and Asia, reducing reliance on southern ports.



4.23 Liverpool's Freeport status offers customs advantages

1. <https://www.local.gov.uk/case-studies/liverpool-city-region-liverpool-knowledge-quarter>

2. <https://www.liverpoolchamber.org.uk/news/2025/03/film-office-backed-bbc-drama-gives-multi-million-pound-boost-to-local-economy/>

3. <https://www.knightfrank.com/publications/future-gazing-2023-9825.aspx>

and investment incentives, reinforcing its role in international trade. Key shipping lanes connect to four of the world's top five maritime trade routes, while multimodal freight infrastructure including the West Coast Main Line, M62, and Liverpool John Lennon Airport, supporting efficient trade movement. Strategic investment in port expansion, rail freight services, and urban logistics will secure Liverpool's long-term leadership in global logistics and maritime innovation.

Airport and Aviation-related Industries

4.24 Liverpool John Lennon Airport (LJLA) serves as the primary aviation gateway, handling over 5 million passengers annually across more than 70 destinations in the UK and Europe. The airport generates £520 million in GVA for the regional economy and plays a vital role in freight operations, logistics, and connectivity. Investment in airport expansion and aviation infrastructure reinforces Liverpool's position as a Northern logistics hub, strengthening global trade links ⁵.

Tourism and the Visitor Economy (including Everton and Liverpool Football Clubs)

4.25 Liverpool and the wider City Region are internationally renowned destinations for visitors, investors, and businesses. In 2023, the City Region's tourism economy was valued at £6.25 billion, with Liverpool contributing £4.36 billion. In 2022, Liverpool ranked as the 5th most visited UK city by international visitors ⁶.

4.26 Football plays a major role in Liverpool's visitor economy, attracting millions of fans from across the world. Liverpool FC contributes £497 million GVA annually to the local economy, with over 1.5 million visitors to Anfield each season generating £102 million in spending across accommodation,



hospitality, and retail ⁷. Everton FC's new Bramley-Moore Dock stadium, set to open for 2025/26 season, will provide over 52,888 seats and serve as a multi-use venue, enhancing the city's international appeal and contributing to Liverpool's waterfront regeneration.

The Low Carbon Economy

4.27 The Liverpool City Region supports 34,800 jobs across 1,400 companies in the sector, contributing £1.9 billion to the local economy ⁸. The region's geography offers significant renewable energy potential, with the Mersey Estuary suited for tidal power⁹ and Liverpool Bay hosting the world's second-largest offshore wind turbine concentration. Liverpool is also one of six Centres for Offshore Renewable Engineering (COREs), recognised for its land, infrastructure, and supply chain expertise. Liverpool's low carbon sector benefits from:



- Enterprise Zone Status at Mersey Waters
- Liverpool City Region Investment Zone
- Strong R&D capabilities led by Liverpool's universities
- Supply chain access near the Port of Liverpool
- Regeneration potential in former dockland sites

3. <https://www.knightfrank.com/publications/future-gazing-2023-9825.aspx>
4. <https://investliverpoolcityregion.com/key-sectors/advanced-manufacturing/>
5. <https://hangaradm.liverpoolairport.com/media/ovvchyOn/liverpool-john-lennon-airport-strategic-vision-to-2030.pdf>
6. <https://marketingliverpool.co.uk/wp-content/uploads/LIV-Final-STEAM-FINAL-10-Jul-23-CC.pdf>
7. <https://www.liverpoolfc.com/news/announcements/338931-liverpool-fc-economy-boost-deloitte>
8. <https://www.ons.gov.uk/economy/environmentalaccounts/bulletins/finalesimates/2022>
9. <https://www.liverpoolcityregion-ca.gov.uk/its-time-for-tidal>

Policy STP2: Strategic Spatial Strategy

To create a strong, inclusive and competitive economy, and thriving, sustainable and cohesive communities, growth will be focused spatially across the City as follows:

1. Liverpool City Centre – will be a key focus for growth in the City:
 - a. Its role as a global, national, regional 24-hour centre and one that serves its residents will be promoted and strengthened. It will be the primary regional centre and major hub for key economic growth sectors including the health and life sciences, professional services, creative and digital industries, retail and leisure, and the visitor economy.
 - b. It will support high quality new homes, strengthening its importance for urban living and contributing to meeting the City's housing needs.
2. The city centre northern fringes comprising North Docks, Ten Streets, Pumpfields & Limekilns and Pall Mall/ Moorfields will be a focus for significant growth including for:
 - a. High quality, sustainable, inclusive new homes and associated social, environmental and physical infrastructure that leads to the creation of stable, mixed, vibrant and sustainable communities; and
 - b. High quality office led mixed use development that drives the city's growth and supports the creation of a vibrant, mixed commercial area.
3. Liverpool North will become a high quality inclusive, sustainable, regenerated, and re-connected neighbourhood. Liverpool and Everton Football clubs will act as a catalyst for inclusive sustainable growth. Development will include new homes, employment, workspaces, and supporting cultural facilities and evening economy uses, supported by high quality infrastructure.
 - a. Specifically Liverpool North is:
 - i. A priority location for high quality new homes in the City which meet our residents needs in respect of type, tenure, size and affordability. This will include the regeneration of the existing housing stock and will ensure the creation of sustainable, mixed, stable communities which put residents' needs and aspirations first.
4. A new Neighbourhood at Festival Gardens will be the location for a new, sustainable, mixed, inclusive and stable community that is well connected to adjoining neighbourhoods. The site will deliver a mix of quality new homes of a range of tenures, types and sizes to meet the city's needs and with supporting social, physical and environmental infrastructure.
5. The City Centre Primary Shopping Area, the City's District and Local Centres and Neighbourhood Centres. These shopping centres will be the focus for new retail and leisure floorspace, appropriate to their role and function, to meet residents' and visitors' needs. The hierarchy is as follows:
 - ii. The priority for investment in new and enhanced social, physical and environmental/green infrastructure to support housing growth and delivery of high-quality mixed neighbourhoods that are well connected to the city centre and adjoining neighbourhoods. This should include infrastructure to support active travel and public transport; maximising access to and use of the Leeds-Liverpool Canal; additional health and education facilities that may be needed to support a higher residential population; and mobility hubs.
 - iii. A focus for business/ industrial development and employment led development.
6. As part of securing comprehensive change individual development proposals will be expected to take a comprehensive approach and contribute to the delivery of the mix of uses and supporting infrastructure, services and facilities. Development must be of high quality, place-led and should optimise densities including around transport hubs such as Sandhills Station.

- a. **Liverpool City Centre** – As a Regional Centre will be the focus for investment in major comparison retailing, leisure, cultural and tourist and other main town centre uses including offices and complementary evening and night-time uses. The Primary Shopping Area (PSA) is the primary location for comparison retailing.
 - b. **District Centres** – subject to confirmation through the updated evidence base: Aigburth Road, Allerton Road, Belle Vale, Breck Road, Broadway, County Road, Edge Hill, Garston, Great Homer Street, London Road, Old Swan, Smithdown Road South, Speke, Walton Vale and Woolton

District Centres will be the primary focus for development and investment in shops, services, leisure and community uses outside the City Centre. A mix of uses will be supported to ensure viable and vibrant centres which serve the needs of local communities. Proposals for town centre uses in other locations will be considered for their impact on the vitality and viability of Liverpool's District Centres as well as centres in adjoining local authority areas.
 - c. **Local Centres** – subject to confirmation through the updated evidence base: Aigburth Vale, Hunts Cross, Kensington, Knotty Ash, Lodge Lane, Muirhead Avenue East, Park Road, Prescott Road, Rice Lane, Rose Lane, Tuebrook, Wavertree High Street, West Derby Village.

These centres will be the focus for small scale shops and services appropriate to their role and function which is to serve the everyday needs of local communities.
 - d. **Neighbourhood Centres** are the lowest tier in the hierarchy providing localised facilities. Their role in providing neighbourhood shops and services will be supported.
- 6. **Employment Areas** – the City Centre (including the Knowledge Quarter, Paddington Village and Pall Mall/ Moorfields); Liverpool North/ Vauxhall; Speke/ Garston; Wavertree Technology Park; Fazakerley/Gillmoor and Aintree will be the focus for economic development to meet the quantitative and qualitative needs identified in Policy STP1 including in respect of ensuring a range of sites and locations to meet the requirements of the key growth sectors.
 - 7. **Liverpool Airport and Port of Liverpool** – the sustainable growth of these key infrastructure assets and city and city region economic drivers is supported.
 - 8. **Brownfield land** – will be prioritised and opportunities should be maximised to meet the City's development needs.
 - 9. **Transport Hubs/ stations** – Brownfield land that is well-connected by sustainable modes of transport and is located adjacent to key transport hubs in the city will be a priority for housing and employment growth including adjacent to Sandhills Station, Moorfields Station, Central Station, the new Baltic Station, Brunswick and South Parkway. Development capacity should be optimised and brought forward in a comprehensive manner.

Explanation

4.28 This policy identifies the spatial growth strategy and the priority areas for regeneration and investment in the city. It is based on matching opportunity and need and informed by the emerging Spatial Development Strategy; the Local Plan evidence base studies and city-wide growth aspirations. The strategy will ensure that the city can meet its objectively assessed needs. It seeks to ensure that growth in Liverpool maximises

the potential for significant positive impact on our communities and ensures a comprehensive and cohesive approach that will offer a diverse range of sustainable and inclusive development opportunities across the city.

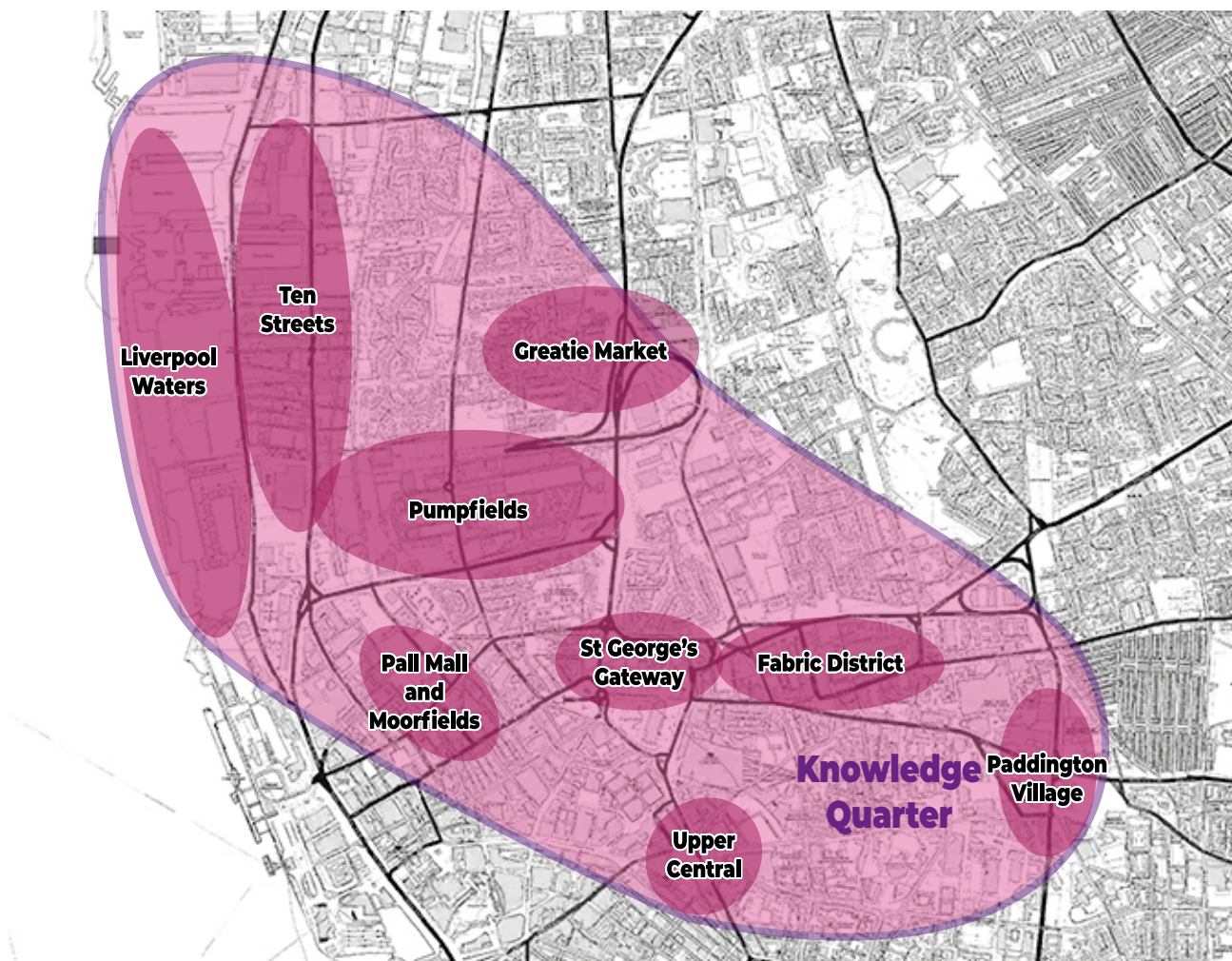
City Centre and City Centre Northern Fringes

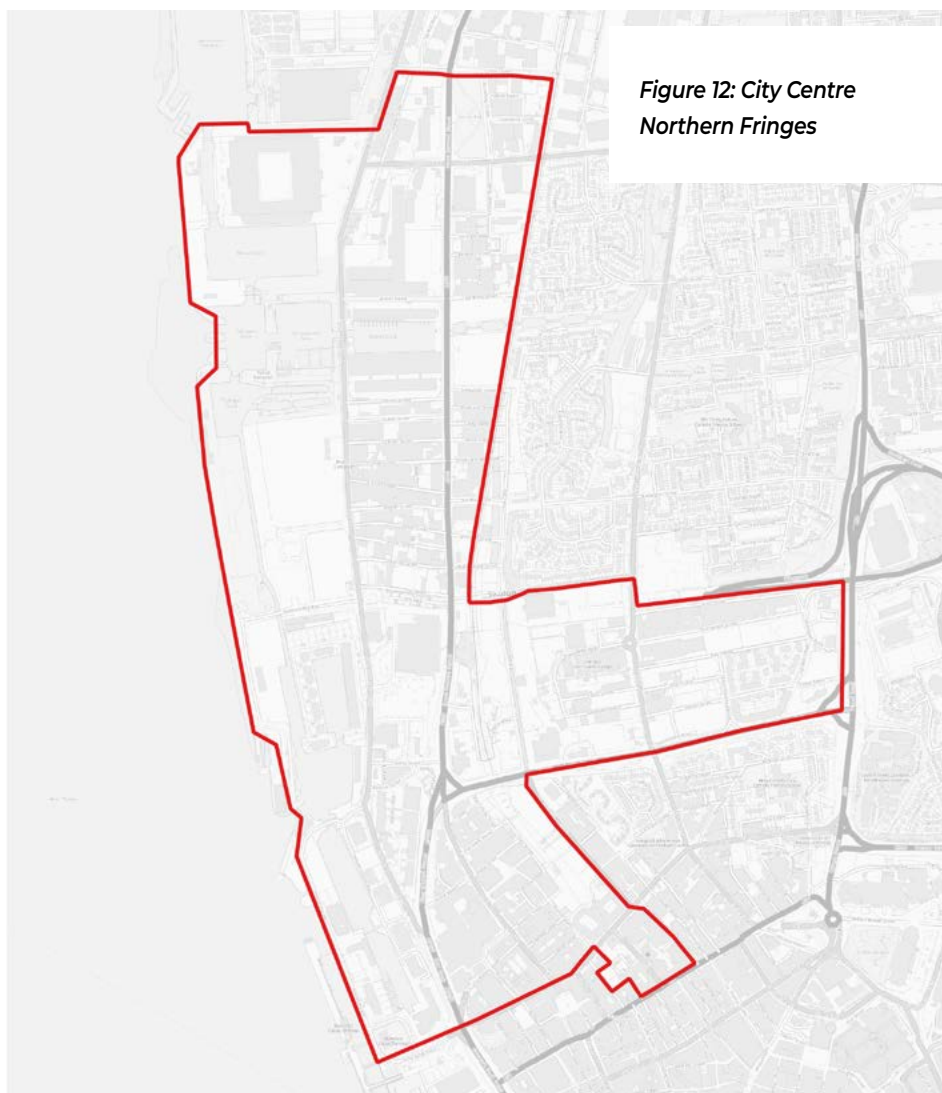
- 4.29 The SDS recognises the important role of the City Centre as a driver for the growth of the city region. Evidence prepared specifically for the Local Plan recognises Liverpool city centre as the principal economic, commercial, retail, cultural and visitor hub for the city and city region, and a major destination for visitors from around the world.
- 4.30 There is also significant opportunity for further growth and regeneration within the City Centre and its fringes. Vacant land, underused buildings and stalled sites in locations such as Pall Mall/ Moorfields, Pumpfields and Limekilns and North Docks creates significant potential for redevelopment and growth to meet the city's identified housing and employment needs. The city centre northern fringes comprising North Docks (Liverpool Waters), Ten Streets, Pumpfields & Limekilns and Pall Mall/ Moorfields will be a focus for significant growth with potential housing delivery of 17,700

homes up to 2041 consisting of around 13,800 homes from commitments (including Liverpool Waters), 1,380 from allocations and around 2,500 from developable sites in the SHLAA.

- 4.31 Areas of potential growth are shown in Figure 11 below.

Figure 11: Key Areas for Growth





**Figure 12: City Centre
Northern Fringes**

Liverpool North

4.32 The regeneration of Liverpool North is a key opportunity for the city with existing transport links and a number of key development opportunities in the pipeline. However, it is also an area of high deprivation, economic inactivity, high crime, poor health outcomes and low-quality housing and public realm. To be successful requires a coordinated 'whole place' and strategic approach that ensures development maximises the potential for growth and investment, addresses the area's current challenges, builds investor confidence and ensures the change is seamlessly knitted into the wider place to create a contiguous, sustainable, attractive, resilient, economically active and thriving community that is fit for the future.

4.33 To assist in achieving the city council's wider ambitions for Liverpool North, this Local Plan based on clear evidence of regeneration and growth needs, prioritises Liverpool North for housing and employment growth with supporting infrastructure to facilitate the delivery

of high-quality neighbourhoods for residents with the potential of housing growth around 3,500 new homes up to 2041 consisting of around 863 homes from commitments, around 1,021 homes from emerging allocations and around 1,620 developable sites in the SHLAA. Beyond this there is potential to consider how land can be more intensively used, for example around Sandhills station, through the provision of modern employment premises that make more effective use of land and thus creating space for further new homes.



North Liverpool

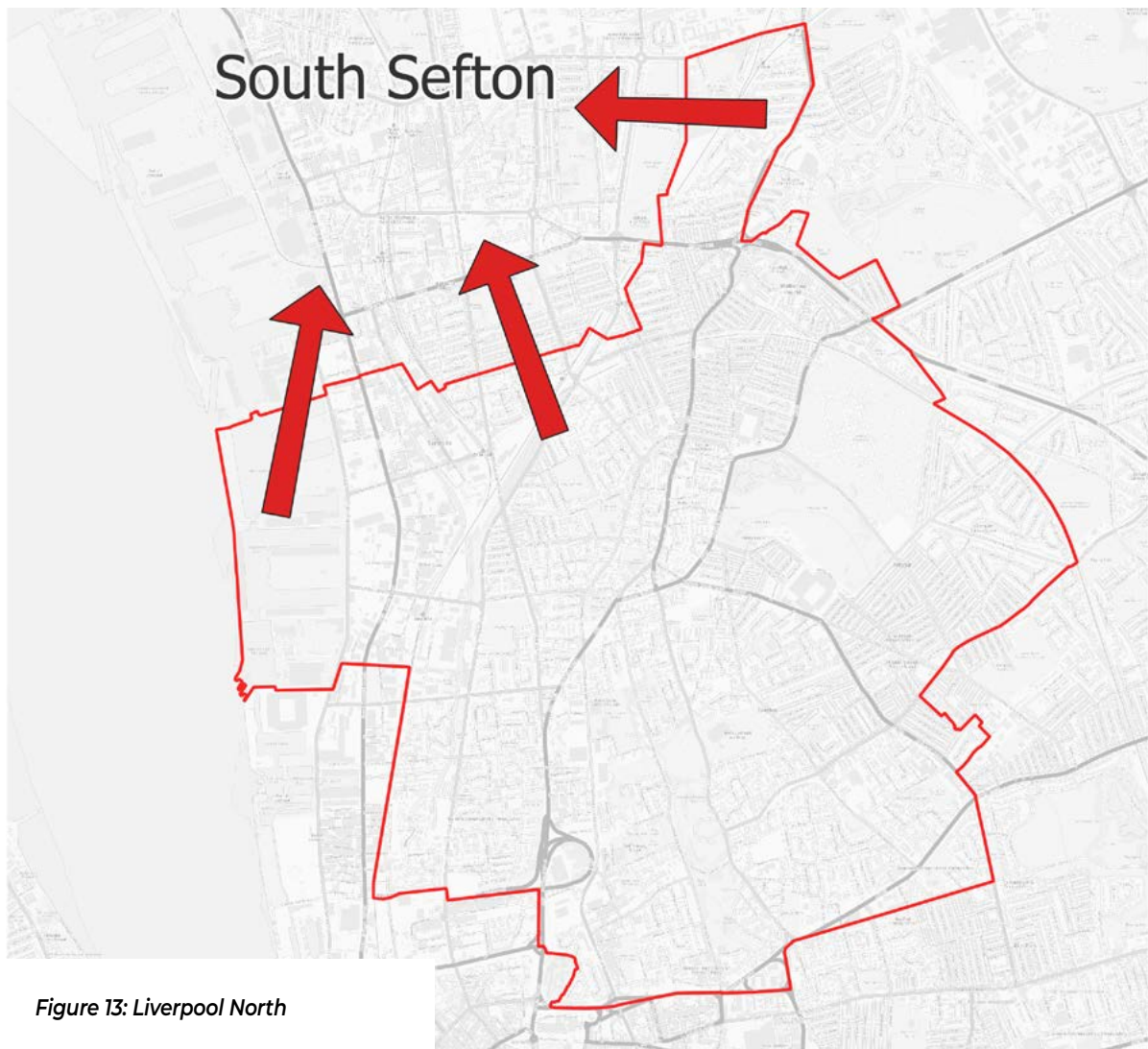


Figure 13: Liverpool North



Festival Gardens

Festival Gardens

4.34 The Festival Garden site covers around 10.79 ha and has been remediated to give a development area of 7.97ha. The site is being promoted as a residential led development by Liverpool City Council, to provide a diverse range of homes, high-quality public space and supporting community and retail facilities. The Council's vision for the site seeks to

maximise the unique parkland and river setting and has the principles of design quality, inclusivity and sustainability at the heart of the development brief. The ambition is to create a new, sustainable, mixed residential community on the waterfront within a parkland setting.

Hierarchy of Shopping Centres

- 4.35 The National Planning Policy Framework states that plans should define a network and hierarchy of town centres that should be resilient to economic changes. For the purposes of the Liverpool Local Plan, the term 'town centre' refers to the defined 'City Centre' of Liverpool, as well as the 28 District Centres and Local Centres as identified in this policy.
- 4.36 The Council's retail evidence is currently being updated and therefore draft policies, including designated centres, may be subject to change. However, it is expected that there will be minimal changes to the approach to further retail growth and commercial activity. It is important to direct growth towards the existing centres to ensure their long-term viability.

Employment Areas

- 4.37 The policy seeks to concentrate economic development within Liverpool's established employment areas, which represent the most sustainable locations for business growth and investment. These areas comprise a diverse portfolio of commercial, industrial, and mixed-use opportunities, contributing to a balanced city-wide employment offer.

Liverpool Airport and Port

- 4.38 The sustainable growth of capacity at the Airport is a key spatial priority for the City. Its physical expansion will be required to be undertaken in such a way to minimise adverse environmental impacts. This Policy also provides support for the sustainable growth of the Port of Liverpool given its importance to the City and the wider City Region, although the majority of it being located outside the City's boundary, within Sefton.

Brownfield Land and Transport hubs

- 4.39 Across all these geographic areas, brownfield land will be prioritised and particularly land located adjacent to transport hubs. Sites around key transport hubs such as Sandhills and the new Baltic station have significant potential for optimising and making more effective use of land whilst also creating high quality, sustainable and inclusive neighbourhoods. Policy STP9 requires that where there are a group of sites in close proximity to a transport hub these should be comprehensively masterplanned to ensure a joined up and holistic approach to neighbourhood regeneration. Developers will be expected to collaborate to ensure this.



Liverpool John Lennon Airport

Policy STP3: Housing Delivery

1. The City Council will meet its housing requirement identified in Policy STP1 through the following sources of supply:
 - i. Completed homes between April 2025 and the formal adoption of the Local Plan;
 - ii. The net number of new homes which will be provided by planning consents at the date the Local Plan is adopted;
 - iii. The new allocation of sites for residential development made in this Local Plan including mixed use residential led sites;
 - iv. Indicative supply on developable brownfield SHLAA sites
 - v. 'Windfall' housing completions on sites not currently identified.
2. Planning permission will be granted for residential development on the sites set out in Table 3, in accordance with the key criteria and matters set out for each site in Appendix 1 and other relevant policies in this plan.
3. Capacity for each site is indicative and subject to further change before the Regulation 19 Local Plan. The indicative capacity is not a minimum or maximum and final capacity for each site will be determined through the planning application process, considering all relevant planning policies and guidance. Site specific requirements for each site are set out in Appendix 1 and will be developed further in the Regulation 19 Local Plan. Development proposals on these sites should ensure compliance with these requirements.

Table 3: Housing Delivery Allocations

Local Plan Ref	Site Name / Address	Ward	Proposed Use	Indicative Capacity
H1	Brethren's Meeting Hall, 446 Allerton Road L18	Allerton	Residential	18
H2	Fern Grove	Arundel	Residential	10
ME1	Paddington Village	Canning	Employment led mixed use	300
MH1	Former Canning Police Station	City Centre North	Residential led mixed use	240
MH3	Site Corner of Blundell St / Kitchen St and Simpson St	City Centre	Residential led mixed use	60
ME3	Land between Hackins Hey / Tempest Hey	City Centre North	Employment led mixed use	70
MH4	Land at King Dock Street	City Centre North	Residential led mixed use	1200
ME4	Lancaster House	City Centre North	Employment led mixed use	292
MH5	Great George Street	City Centre South	Residential led Mixed use	400
MH6	Central Station Site	City Centre South	Residential led mixed use	400
MH7	Land between Jamaica Street and James Street	City Centre South	Residential led Mixed use	140
MH8	Greenland Street / New Bird Street / St James Street / St James Court	City Centre South	Residential led Mixed use	200

Local Plan Ref	Site Name / Address	Ward	Proposed Use	Indicative Capacity
ME5	Stonebridge Cross Land bounded by East Lancs Road, Stonebridge lane, Altcross Road and Parkstile	Croxteth	Employment led Mixed use	220
H3	Falmouth Park	Croxteth	Residential	53
MH9	James Troop Building, 39 Sefton Street	Dingle	Residential led mixed use	150
H4	Land bounded by Harlow St / Haylock Close / Mill St	Dingle	Residential	20
H5	Former 15-37 Bessemer St / 102-104 Beresford Rd / 378-400 Mill St.	Dingle	Residential	15
H6	Buildings & Land at Stanhope St / Mill St / Gore St / Upper Harrington St	Dingle	Residential	210
H7	Mill Street	Dingle	Residential	20
H8	Our Lady of Mount Carmel	Dingle	Residential	37
H9	Adm Milling, Mill Street, Dingle, Liverpool, L8 6QZ	Dingle	Residential	70
H10	200 Park Road	Dingle	Residential	49
H11	Arnside Road	Edge Hill	Residential	22
M1	Land at Back Belmont Road / West Derby Road	Everton East	Mixed use	43
H12	Bounded by West Derby Road / Perth Street / Hughes Street	Everton East	Residential	23
H13	Robson Street	Everton North	Residential	30
H14	St Domingo Road / Former Notre Dame & Former Four Oaks School	Everton North	Residential	110
M2	Central Tin Site	Everton West	Mixed use	39
M3	Land at Rose Place 1	Everton West	Mixed use	70
MH10	Land at Rachel Street	Everton West	Residential led mixed use	30
MH11	Land at Great Homer Street/ Chapel Gardens	Everton West	Residential led mixed use	40
H15	Everton Brow	Everton West	Residential	40
H16	Former 83-103 Shaw Street/ Haigh Street	Everton West	Residential	58

Local Plan Ref	Site Name / Address	Ward	Proposed Use	Indicative Capacity
H17	Land at Harker St / Birkett St / Soho Street / Springfield	Everton West	Residential	75
M5	Land at Aintree Hospital	Fazakerley West	Mixed use	500
H18	Former Garden Festival Site	Festival Gardens	Residential	900
H19	Land at Banks Road, Garston	Garston	Residential	250
H20	Toft Street	Kensington & Fairfield	Residential	27
H21	Land on Edge Lane / Belltower Lane	Kensington and & Fairfield	Residential	36
H22	88a Rose Lane	Mossley Hill	Residential	45
H23	I.M. Marsh Campus	Mossley Hill	Residential	200
H24	Land at Mill Lane at rear of 7-21 Cunningham Road L13.	Old Swan East	Residential	15
H25	Former Fruit & Veg Market	Old Swan West	Residential	53
H26	Land adjacent to Beaumont Street Scrap Yard	Princes Park	Residential	12
H27	Lodge Lane / Grierson St / Lodge Lane Baths	Princes Park	Residential	20
H28	Grierson Street	Princes Park	Residential	20
H29	Ardwick Close	Speke	Residential	11
H30	Land at Stapleton Avenue	Speke	Residential	45
H31	South Parade	Speke	Residential	84
H32	Land at Devonport St / Upper Park St / Park Rd / Northumberland St	Toxteth	Residential	37
H33	Land at Malta Street	Toxteth	Residential	13
H34	Industrial Units, Head St L8	Toxteth	Residential	85
H35	105 Park Road	Toxteth	Residential	20
MH12	Land at Pumpfields Road	Vauxhall	Residential led mixed use	145
H36	Land between Great Mersey Street and Lancaster Street	Vauxhall	Residential	53
H37	Former Our Lady RC Primary School, Eldon Street L3	Vauxhall	Residential	125

Local Plan Ref	Site Name / Address	Ward	Proposed Use	Indicative Capacity
H38	Anderson Street	Vauxhall	Residential	56
H39	Land at Netherfield Road	Vauxhall	Residential	34
H40	Land bounded by Limekiln Lane/Wright Street/ Scotland Road L5	Vauxhall	Residential	120
MH13	Paul Street/Oriel Street between Vauxhall Road and St Bartholomew Road Liverpool L3	Vauxhall	Residential led Mixed use	134
H41	Former Archbishop Beck School Site	Walton	Residential	59
MH14	Land at North Side of Sherwood Street	Waterfront North	Residential led mixed use	254
M6	Regency House	Waterfront North	Mixed use	485
M7	157 Warrant House, Regent Road, Sandhills	Waterfront North	Mixed use	75
ME6	Brunswick Quay	Waterfront South and Festival Gardens	Employment led Mixed Use	1150
MH16	King Dock Site	Waterfront South	Residential led mixed use	300
Total Indicative Allocated Supply				10,117

Explanation

- 4.40 The housing need requirement against which this local plan is being prepared is 29,824 net new homes across the whole plan period. The figure derives from the Strategic Housing Market Needs Assessment (SHMNA) which confirms the overall annual requirement of 1,864 for Liverpool derived from the Standard Methodology. The ambition as set out in Policy STP1 is to exceed this subject to resources being available to ensure deliverability including with respect to infrastructure. Work is being undertaken to understand additional potential land supply within Liverpool North and City Centre fringes and through the Regulation 19 Plan further analysis may lead to additional sites being allocated.
- 4.41 This policy identifies the sources of supply to meet the housing requirement set out in policy STP1. The City Council will ensure that a five-year deliverable supply of housing land will be maintained. This will be done

through the annual process of monitoring existing planning consents for residential development as well as updating the Strategic Housing Land Availability Assessment (SHLAA). This enables the City Council to assess the level of completions annually and through the five-year supply calculation identify whether further sites need to be brought forward.

- 4.42 As part of the council monitoring work a housing delivery trajectory will be developed, for 2025 base date, and will be included in the Regulation 19 plan. It will show how the Local Plan housing target will be delivered and indicate that the Local Plan will readily provide for a sufficient supply of land to deliver the overall housing requirement for the City. It will outline the actual and/or predicted delivery rates envisaged from sites and show how this level of delivery affects the City's housing target year on year.
- 4.43 The Liverpool Local Plan Period 2025 – 2041 over a sixteen-year period will therefore have an overall

requirement of 29,824. The number of homes with planning permission at the base date of the plan April 2025 is approximately 20,000, equivalent to around 67% of the overall Local Plan requirement. The 20,000 committed supply is an approximate figure based on the latest position but will be confirmed following completion of the 2024-25 monitoring work and the

confirmed supply position will be included in the Regulation 19 Local Plan.

- 4.44 It is recognised that not all the proposals that currently have consent will be implemented. Taking this into account the City Council is applying a 10% under delivery discount across the total of consents. Applying this approach gives the figures in the Table below.

Table 4: Meeting the Local Plan housing requirements

A	Housing Requirement 2025-2041	The amount of additional housing to be provided 2025-2041 (1864 x 16)	29,824
B	Existing Commitments at April 2025	The number of homes with existing commitments including homes with approval for planning permission subject to the signing of a S106 – 10% non-delivery reduction	18,000
C	Windfall delivery on small sites	An allowance made for delivery on sites (less than 10 homes) that will come forward on unidentified site from 2028-29. Based on past trends an allowance on small-scale windfall sites only (those sites yielding fewer than 10 units) equates to approximately 140 dwellings per annum.	1,820
D	Total needed for Allocations A -B-C	Housing requirement – existing commitments at April 25 – 10% non-delivery reduction	10,004
E	Allocations in the Plan	The projected number of Allocated sites to be completed in the Plan period	10,117
F	Balance Sub-Total D-E	90% of existing commitments taken together with the Site Allocations proposed in the Local Plan and windfall sites will exceed the housing requirement	113
G	Indicative supply on Developable brownfield SHLAA sites	There is a significant potential supply within SHLAA on developable brownfield sites. The potential yield from such sites has been assessed in the SHLAA.	6,689
H	Total Balance F+G	This is 90% of existing commitments, allocations, small site windfalls and indicative supply from developable brownfield SHLAA sites.	6,802

- 4.45 The calculation in Table 4 above takes account of commitments (sites with planning permissions and approvals subject to S106) at April 2025 as well as windfall completions over the plan-period. The City Council has identified a windfall allowance derived from past trends of delivery on small-scale windfall sites only (those sites yielding fewer than 10 units). This equates to 140 dwellings per annum and confirmed by the Inspector for the current Local Plan as being a justified allowance. The windfall allowance may be subject to change based on monitoring updates of past trends of delivery on small sites. The windfall allowance is only included in the delivery trajectory

from 2028 to avoid double counting with existing consented schemes.

- 4.46 The table shows that there is sufficient supply from Allocations in the plan to meet the local plan requirement. Together with potential developable supply from developable brownfield sites assessed assessed in the 2024 SHLAA supply could exceed the requirement by over 6,800 homes. A SHLAA 2025 update is currently being undertaken to assess 2025 supply from commitments and non-commitment sites and the table will be updated for the Regulation 19 plan.

Policy STP4: Employment Supply and Allocations

1. The quantitative and qualitative requirement for employment land will be met through the following sources of supply:
 - a. Land developed for employment in 2022/2023
 - b. Employment land provision committed through extant planning permission for employment uses at monitoring year 22/23; and
 - c. Sites allocated for Employment, Employment led Mixed-Use, Mixed-Use Sites and areas designated as Primarily Industrial Areas and the City Centre Business district within this Local Plan. The allocated sites are shown in Table 5 below and on the Policies Map.
2. The take-up of existing employment land will be monitored, and its ongoing supply managed, via regular review of site allocations, to meet changing market conditions in land for employment and other uses to ensure a continued supply.
3. Site specific requirements for each site will be included in the Regulation 19 Local Plan.

Table 5: Employment Delivery Allocations

ELPS Area	Site Name / Address	Local Plan Allocation	Proposed Employment Type
Aintree East	NW corner of Gillmoss Industrial Estate, Stonebridge Lane	E4	Employment
Aintree East	South of Electric Avenue	E6	Employment
Aintree East	East of Back Gillmoss lane	E7	Employment
Aintree East	Central Gillmoss Industrial Estate, off Brighthouse Lane	E8	Employment
Aintree East	Central Gillmoss Industrial Estate, North Electric Avenue	E29	Employment
Aintree East	West of Vikings Landing	E30	Employment
Aintree East	Stonebridge Cross	ME5	Employment led mixed use
Aintree West	Land Adjacent to Loop Line, to West of Liver Industrial Estate	E44	Employment
Aintree West	South Hartley's Village	E31	Employment
Albert dock & Kings dock	Site Adjacent to M&S Arena	M21	Mixed Use
Baltic Triangle	Western side of Sefton Street	M8	Mixed Use
Baltic Triangle	Stanhope St	M10	Mixed Use
Baltic Triangle	Kitchen St	M12	Mixed Use

ELPS Area	Site Name / Address	Local Plan Allocation	Proposed Employment Type
Baltic Triangle	East of Caryll Street	ME12	Employment led mixed use
Baltic Triangle	Kings Dock St/Sparling St	MH4	Residential led Mixed Use
Baltic Triangle	Hill St North	MH9	Residential led Mixed Use
City Core	Hatton Garden	M16	Mixed Use
City Core	Great cross hall street to Dale St	M17	Mixed Use
City Core	West Byrom street/ Dale St	M18	Mixed Use
City Core	Rear of World Museum	M19	Mixed Use
City Core	Pall Mall	M23	Mixed Use
City Core	Pall Mall	ME7	Employment led mixed use
City Core	Land between Highfields Street and Smithfield Street	ME8	Employment led mixed use
City Core	45-57 Moorfields	ME3	Employment led mixed use
City Core	Site at Batavia Buildings, 12 Hackings Hay	ME3	Employment led mixed use
City Core	Rumford Street Car Park	ME9	Employment led mixed use
City Core	Lancaster House	ME4	Employment led mixed use
Eastern Approach North	Lister Drive School and Library	E1	Employment
Eastern Approach North	South of Lister drive	E20	Employment
Eastern Approach South	Littlewoods, Innovation Boulevard	E2	Employment
Eastern Approach South	Liverpool Innovation Park (Edge Lane/Milton Road)	E5	Employment
Eastern Approach South	Edge Lane East of Costa	E22	Employment

ELPS Area	Site Name / Address	Local Plan Allocation	Proposed Employment Type
Eastern Approach South	Pighue Lane-Former Gardner Systems plot	E43	Employment
Knowledge Quarter/Fabric Quarter	Kempston St/ St Annes St North	M13	Mixed Use
Knowledge Quarter/Fabric Quarter	Kempston St/ St Annes St South	M14	Mixed Use
Knowledge Quarter/Fabric Quarter	Moss St/ Erskine St car park	M15	Mixed Use
Knowledge Quarter/Fabric Quarter	Land corner of Kempston Street/ Norton Street	M28	Mixed Use
Knowledge Quarter/Fabric Quarter	Islington car park	ME11	Employment led mixed use
Knowledge Quarter/Fabric Quarter	Hemisphere 1	ME1	Employment led mixed use
Ropewalks	Renshaw Street	M20	Mixed Use
South Outer	Sites between Regent Road, Bankfield Street, and Merseyrail Lines	E36	Employment
South Outer	Mount Vernon Rd	E40	Employment
South Outer	Hill St South	M9	Mixed Use
South Outer	Spekeland Rd	M11	Mixed Use
South Outer	Sefton Street	M22	Mixed Use
South Outer	Brunswick Quay	ME6	Employment led mixed use
Speke & Garston South	Liverpool Airport	E42	Employment
Speke and Garston Central	Shaw Road	E23	Employment
Speke and Garston Central	West of woodland avenue	E24	Employment

ELPS Area	Site Name / Address	Local Plan Allocation	Proposed Employment Type
Speke and Garston Central	North Speke Boulevard	E25	Employment
Speke and Garston Central	Speke boulevard	E28	Employment
Speke and Garston Central	Delf Lane	E32	Employment
Speke and Garston South	Former Northern Airfield, Speke (Dakota Drive)	E14	Employment
Speke and Garston South	West Estuary Boulevard	E26	Employment
Speke and Garston West	Brunswick Street	E27	Employment
Speke and Garston West	Smithdown Lane Police Station	E41	Employment
Vauxhall East	Tunnel Trumpet, Kingsway Tunnel	E11	Employment
Vauxhall East	Sites between Regent Road, Bankfield Street, and Merseyrail Lines	E35	Employment
Vauxhall East	Greateie market	M2	Mixed Use
Vauxhall East	Greateie market	M4	Mixed Use
Vauxhall North	Brunswick Place/ Esk street	E15	Employment
Vauxhall North	Brunswick Place /Esk street	E16	Employment
Vauxhall North	Bankfield Street	E3	Employment
Vauxhall North	North Tyle Street/West Derby Lane	E18	Employment
Vauxhall North	North Tyle Street/West Derby Lane	E19	Employment
Vauxhall North	Land Bounded by Regent Rd, Brunswick Place and Lower Bank View	E9	Employment
Vauxhall North	Rear of Esk St/East of Derby Rd/West of Forth Street	E10	Employment
Vauxhall North	North Walter Street	E45	Employment
Vauxhall North	Land between Fulton Street & Regent Road	E46	Employment
Vauxhall North	Land corner of Walter Street & Regent Road	M6	Employment
Vauxhall North	Spofforth Road/Bridge Road, Edge Hill	E12	Employment

ELPS Area	Site Name / Address	Local Plan Allocation	Proposed Employment Type
Vauxhall North	Syren Street	E34	Employment
Vauxhall North	Spofforth Street	E37	Employment
Vauxhall North	King Street	E13	Employment
Vauxhall North	Corner Carnegie Road and Green Lane	E38	Employment
Vauxhall North	Sandhills Lane	M7	Mixed Use
Vauxhall North	Land East of Sandhills Station	ME10	Employment led mixed use
Vauxhall North	Great Howard St	MH14	Residential Led mixed use
Vauxhall North	Watson Fuels Sandhills Lane	E47	Employment
Vauxhall West	Ten streets	M24	Mixed Use
Vauxhall West	Ten streets	M25	Mixed Use
Vauxhall West	Ten streets	M26	Mixed Use
Vauxhall West	Ten Streets	M27	Mixed Use



Explanation

- 4.47 As required by NPPF, planning policies should help create the conditions in which businesses can invest, expand and adapt. The Local Plan must ensure that an adequate supply of land is available, on sites in a range of locations, sizes and conditions, to attract investment into the City and to support new and existing business sectors. Providing sufficient high-quality land to meet the city's employment needs will support social inclusion and promote development that will provide a significant number of new jobs, including opportunities for local people in locations that can be easily accessed on foot, by cycle or by public transport.
- 4.48 As part of the ELPS process, an assessment of existing and potential employment sites has been undertaken to identify employment land supply with potential to meet the residual requirement identified in Policy STP4. This includes a review of sites allocated or designated for industrial/business purposes, office development and mixed-use in the Liverpool Local Plan 2013-2033. The assessment identifies sites which cumulatively provide a potential supply of developable land for employment uses across the City to meet quantitative and qualitative needs. The sites which make up this supply are identified in the policy and on the Policies Map. We will be setting out key parameters for each site in the Regulation 19 Local Plan.

3. Supporting Delivery of the City's Growth

- 4.49 This Local Plan sets out the quantum of and spatial growth priorities up to 2041 (as set out in policies STP1 and STP2 above). This will create demand for new infrastructure provision and improvements to existing facilities and services. Therefore, if sustainable communities are going to be created and a lack of infrastructure is not going to act as a barrier to new investment, it is imperative that the right type and level of infrastructure is provided at the right time.
- 4.50 Therefore, new development proposals should be adequately supported by infrastructure and contribute to the provision of infrastructure identified as necessary to support the development proposal. In line with national policy, infrastructure in this context is widely defined as: physical infrastructure (including transport, water supply, wastewater, energy, telecommunications, utilities, flood risk, waste and minerals); social infrastructure (including health, social care, education, security, community and cultural facilities); and green infrastructure (including open spaces, playing pitches and playing areas).

Policy STP5: Infrastructure

1. The Local Plan will include a policy to ensure that development proposed within the City can be supported by appropriate levels of infrastructure, which is realistic and deliverable, having regard in particular to viability considerations.
2. This policy will be informed and supported by the Infrastructure Delivery Plan which forms a key part of the local plan evidence base. The IDP is a 'live' document and will be kept up to date
3. The policy will set out that where new development is likely to create an identified shortfall in infrastructure capacity or exacerbate existing deficiencies, developers will be required to adequately mitigate or compensate for those deficiencies through providing new on or off-site infrastructure or by making developer contributions/CIL payments, as set out in Policy STP6 Developer Contributions.
4. On developments that will be completed in phases or over a number of years, an agreed delivery schedule of infrastructure works and/or phased payment scheme may be required.
5. Infrastructure provision will be categorised and prioritised according to its importance in enabling development and infrastructure priorities will be set out with regards to type.

Explanation

- 4.51 This policy will seek to deliver sustainable development and growth within Liverpool by ensuring that new developments are supported by appropriate infrastructure in a timely manner. The necessary investment will need to come from a variety of sources, including the City Council, Government Departments, public agencies, utility service providers and the private development industry.
- 4.52 NPPF requires that Local Plans contain policies to deliver the provision of infrastructure to enable the creation of sustainable communities, ensuring that potential barriers to investment, such as any lack of infrastructure, are addressed. To create sustainable communities improvements to existing, or provision of new infrastructure may be required to make development acceptable.
- 4.53 The City Council in 2012 prepared an Infrastructure Delivery Plan (IDP) in collaboration with service providers and other key stakeholders. It included a schedule which confirmed where possible, the type and location of new infrastructure provision, the reason for the requirement, the lead agency, phasing, costs and sources of funding. To support the new Local Plan the IDP is currently being updated, having previously been updated in 2018 and 2019 in support of the Local Plan 2022.
- 4.54 The updated IDP, together with consultation with service providers, will be used to determine whether new development (individually or cumulatively) creates a specific shortfall in infrastructure capacity or exacerbates existing deficiencies. It will be the basis for determining developer contributions, having regard to the fact that the document is a 'live' document and should be kept up to date.
- 4.55 The delivery of new or improved infrastructure and services to support new development in a timely and phased manner will be an important element in ensuring the appropriate and sustainable implementation of new growth. It will be important to ensure that certain infrastructure is provided before development begins, to safeguard against adverse impacts. To facilitate this, it is important that the local planning authority understands the infrastructure needs and costs early on in a scheme's development. On developments that will be completed in phases or over a number of years, an agreed delivery schedule of infrastructure works and/or phased payment scheme may be required.
- 4.56 Priorities for planning obligations may evolve over the plan period, depending on changing circumstances, but those set out in Policy STP 6 Developer Contributions reflect the anticipated pressures and additional demands associated with the proposed scale and location of development in Liverpool. More detailed approaches to planning obligations for some of these priorities will be set out in other plan policies.

Policy STP6: Developer Contributions

1. The local plan will include a policy to ensure that a consistent approach is taken to securing developer contributions to mitigate the impact and/or address the increase in demand for infrastructure that a development would create.
2. The policy will set out requirements for the provision of on-site and off-site infrastructure and the means of securing contributions, through a Section 106 Agreement and/or through a future Community Infrastructure Levy (CIL).
3. The policy will set out the types of contributions that will be sought, including prioritisation of, (but not limited to) the following:
 - BNG (mandatory)
 - Recreational Management Strategy (mandatory)
 - Affordable Housing
 - Education
 - Health
 - Transport infrastructure
 - Open Space/ public realm
 - Waste management
 - Utilities
 - Emergency services
 - Community facilities
4. The policy will acknowledge that there may be circumstances where reduced contributions are considered acceptable, for example if there are fully justified and evidenced viability considerations, however the onus will be on the applicant to demonstrate this at planning application stage. In such cases a review mechanism will be put in place in the S106 Agreement to ensure that appropriate payments are made should the overall development viability improve.

Explanation

- 4.57 All development, regardless of size and scale, places additional demands on services and facilities, impacting on their ability to meet the needs of the community. To address these demands, new infrastructure or improvements to existing facilities will need to be provided. Whilst some of the costs of such provision will be borne by the public and third sectors, equally some of it must be delivered by the developer. Therefore, this policy will provide a mechanism to ensure the costs and burden of new infrastructure in the City are shared equally by all development, in proportion to its scale.
- 4.58 Developer contributions will be secured through a variety of means, including by planning conditions and legal agreements under Section 106 of the Town and Country Planning Act (1990), in particular those requiring local mitigation based on direct impact. Such provision will normally be expected to be provided by the developer through on-site works or the design of the development, but on occasion it may be necessary for developers to contribute to off-site works either

directly or in the form of a financial contribution. A Section 278 agreement (under section 278 of the Highways Act 1980) may also be made between the Council, as local highway authority, and a developer to enable works to be carried out in the public highway to facilitate development.

- 4.59 Contributions may also be secured by a means of a Community Infrastructure Levy (CIL) which the Council may introduce. The Community Infrastructure Levy (CIL) allows local authorities to apply a standard charge which will contribute to the costs of infrastructure arising from new development.
- 4.60 Whilst the Council has not yet adopted a CIL Charging Schedule, this may follow in due course and so the policy provides flexibility for it to be implemented. When a Charging Schedule is in place, Section 106 agreements will continue to be used for affordable housing, site specific contributions, and other infrastructure as appropriate.
- 4.61 In seeking new on/or off-site infrastructure and/or planning obligations through a Community

Infrastructure Levy (CIL) payment or other developer contribution procedure (i.e. S.106), the Council will ensure that requirements accord with the tests set out in the Community Infrastructure Levy 2010 Regulations (as amended) and the tests set out in NPPF. Planning obligations will only be used where it is not possible to address unacceptable impacts via planning conditions.

- 4.62 A list of projects will be identified in the Council's Infrastructure Delivery Plan and projects prioritised to ensure, in the first instance, the delivery of essential

infrastructure – without which development would not be possible. The Infrastructure Delivery Schedule will be updated on a regular basis and provide the mechanism by which the infrastructure requirements will be identified and prioritised.

- 4.63 It is acknowledged that developer contributions can affect the financial viability of certain developments and will therefore not always be appropriate or reasonable to apply. The onus will be on the developer/applicant to demonstrate why a scheme is not viable at planning application stage.

4. Strategic Thematic Policies- Supporting Liverpool's Growth

Policy STP7: Green and Blue Infrastructure

The recreational function, visual amenity, historic value, quality and value of the City's green and blue infrastructure resource, set out below, will be protected and enhanced in accordance with the detailed policies in this Local Plan:

- a. The Green Belt;
- b. Mersey Estuary SSSI/SPA/Ramsar Site and Liverpool Bay SPA;
- c. Sites of International Nature Importance outside the City boundary – Sefton Coast SAC, and Ribble and Alt Estuaries SPA and Ramsar Site;
- d. The Green Wedge;
- e. The City's network of Parks and Gardens;

- f. Biodiversity assets, including Local Wildlife Sites (LWS) and Local Nature Reserves (LNR)
- g. Regionally Important Geological/ Geomorphological Sites (RIGS);
- h. Locally important open spaces including amenity spaces and allotments;
- i. Water spaces, including the Leeds Liverpool Canal, Mersey Estuary, park lakes and water courses;
- j. Playing fields and pitches; and
- k. Green Corridors, Recreational routes and the Public Rights of Way network.

Explanation

- 4.64 This policy sets out the components of Liverpool's Green infrastructure, which comprises both green and blue spaces and which are key assets for the City which can continue to contribute significantly to the delivery of sustainable growth and continuing economic, social and physical regeneration. These assets will be shown on the Policies Map in the Regulation 19 Local Plan.

- 4.65 An attractive green infrastructure network makes a vital contribution to quality of life, providing a number of benefits and functions, such as outdoor recreation, mitigating the effects of climate change, providing habitats for wildlife, providing opportunities for walking and cycling and creating an attractive

environment to support the regeneration of the City and improving the quality of the environment for local communities. It plays a significant role in improving physical and mental health. Investment in parks and green spaces is a cost-effective way to promote health and wellbeing. Research shows it can deliver significant savings for the NHS and value for local residents. It is therefore important to protect and enhance green infrastructure within Liverpool to maximise these key benefits.

- 4.66 The emerging City Region Spatial Development Strategy includes policy that sets out the importance of protecting the city region's multifunctional network of green and blue infrastructure. This Local plan policy sets out the specific types of Green Infrastructure

within Liverpool to be protected and enhanced by the Local Plan, informed by the Open Space Study 2025. Policies within the Green Infrastructure Chapter set out how this will be achieved.

- 4.67 Green Infrastructure within the City can be used to mitigate impacts on internationally protected habitat sites across the City Region. Enhancements to existing open spaces, together with appropriate access and habitat management, may help to attract recreational users away from sensitive internationally protected habitat sites including those in neighbouring authorities such as the Sefton Coast SAC and the Sefton section of the Ribble and Alt Estuaries SPA. Please also see Policy STP8

- 4.68 Under the Countryside and Rights of Way Act 2000, the City Council has a responsibility to maintain the Public Rights of Way network. These are defined as footpaths, bridleways, byways open to all traffic and roads using public paths, with the term usually applied to surfaced paths that are normally used by motor vehicles. In addition, Green corridors include sites that offer opportunities for active travel including walking, cycling, wheeling or horse riding, whether for leisure purposes or travel. Such sites also provide opportunities for wildlife migration and may include river and canal banks, road and rail corridors, cycling routes, pedestrian paths, rights of way and permissive paths. Natural England also has a legal duty to secure a new long-distance National Trail around the coast of England for recreational purposes.

Policy STP8: Protecting Environmentally Sensitive Areas

1. All development proposals should avoid and/or mitigate negative impacts on European habitat sites within and beyond the Liverpool boundary to such an extent that a conclusion of No Adverse Effects on Integrity can be drawn.
2. Sensitive areas where development may have an impact, and which would therefore require avoidance or careful assessment and mitigation measures, include:
 - Areas at risk from coastal, river and surface water flooding, which will be identified through the Strategic Flood Risk Assessment currently under preparation
 - Areas at risk from ground water flooding to be identified in the Strategic Flood Risk Assessment currently under preparation
 - Natura 2000 sites and Ramsar sites both within and beyond the Liverpool City Council boundary. Development proposals which may have an adverse impact will be subject to a Habitat Regulations Assessment at the project level to ensure that any likely significant effects have been assessed, and measures to avoid or mitigate these effects have been identified and are deliverable. In particular proposals for 10 or more dwellings across the City will need to ensure that any likely significant adverse effects from recreational pressure on the Mersey Estuary SPA and Ramsar site and Liverpool Bay SPA can be adequately mitigated by implementing measures relevant to the site location.
- Neighbouring authorities European sites, including the Sefton Coast SAC, the Sefton section of the Ribble and Alt Estuaries SPA and Ramsar site, the Liverpool Bay SPA, Mersey Narrows and North Wirral Foreshore SPA/ Ramsar. These sites will also be managed through the City Council working in partnership with neighbouring authorities on appropriate management plans.
3. The City Council remains committed to work with its neighbouring local planning authorities' towards the development of the Liverpool City Region (LCR) Recreational Management Strategy (RMS). It is intended that the future Strategy will be implemented via a Supplementary Planning Document in cooperation with all LCR authorities and Natural England and it will be funded by developer contributions in respect of residential development. Until a wider LCR mechanism is in place the Council will continue to implement the adopted Interim Approach for Liverpool.

Explanation

- 4.69 This policy requires proposals to avoid or mitigate impacts on European habitat sites within and beyond the City and identifies the sensitive areas where development may have an impact, and which would therefore require avoidance or careful assessment and mitigation measures. This includes Natura 2000 and Ramsar sites within and beyond Liverpool. Natura 2000 sites include Special Areas of Conservation (SACs) and Special Protection Areas (SPAs).
- 4.70 A Habitats Regulation Assessment (HRA) is being prepared that will provide an assessment of the implications of this Local Plan for internationally important wildlife sites of international importance. A range of possible ways in which the development set out in the Local Plan can affect internationally important sites will be scrutinised.
- 4.71 Policies within this Local Plan will need to take account of the findings to avoid negative impacts on these internationally important sites. The HRA for the adopted Local Plan identified that it was necessary for the City Council to work in cooperation with neighbouring districts to manage recreational pressure and disturbance on the North Sefton Coast. The City Council has begun to do so by contributing to the development of a City Region Recreation Management Strategy (RMS) which once completed will be taken forward for adoption as a Supplementary Planning Document. The Liverpool City Council is working with the other Merseyside authorities and Natural England in respect of this which will ensure a strategic approach.
- 4.72 Until a city region approach is adopted, the City Council intend to continue to apply the Interim Approach (IA) as set out in the adopted Local Plan which is based on the evidence, principles and assessment method being applied at the city region level. The IA will operate until the LCR RMS is complete. The Liverpool IA (see Appendix 2) identifies the following:
- The development growth context (the quantum of residential development that will take place, when and where);
 - A statement of actions by Liverpool City Council which will protect the European sites and which can contribute to the eventual wider LCR RMS including:
 - Actions that can be taken forward now – and in particular the production and proactive distribution of an Home Owners Pack
 - Details of further measures that could be developed and worked towards within Liverpool including:
 - ◆ Suitable Alternative Natural Green Space (SANGS) to attract people away from the sensitive Protected Sites, and
 - ◆ Site Avoidance Mitigation Measures (SAMMs) (Comprehensive Measures to manage how people use and impact the sensitive Protected Sites if they visit them).
- 4.73 Further detail on the Liverpool IA is provided in an advice note: <https://www.liverpool.gov.uk/media/vjwj2m1q/rms-practice-note-updated-07-01-2025.pdf> The approach applies only in Liverpool and to proposals for 10 or more net additional dwellings. This includes all housing, flats and householders of multiple occupancy, which come forward for planning consent irrespective of floor area, occupancy or number of bedrooms. Nursing care homes are excluded, as there is no reasonable prospect that occupants will access European sites. The IA geographical area comprises two areas, the majority falling within the 5km core zone of Influence and the remainder falling in the outer zone.
- 4.74 The City Council will collect financial contributions for the avoidance and mitigation measures set out in the IA through project-specific planning obligations secured through a s106 agreement. Three types of measure will be used to mitigate recreation pressure:
- Suitable Alternative Natural Green Space (SANGS) sites;
 - Site Avoidance Mitigation Measures (SAMMs) on the Mersey Estuary SPA and Ramsar site and Liverpool Bay SPA;
 - Other mitigation measures which include on-site development mitigation such as additional green and open space provision, dog ownership restrictions and Household Information Pack provision.
- Together these measures provide an integrated and strategic response to the issue of recreation pressure.
- 4.75 The Liverpool IA provides a strategic evidence base for project-level HRA for housing development in the City. The use of a consistent method of assessment, identified mitigation measures and financial contributions for mitigating recreation pressure will avoid adverse impacts on the European sites from recreation pressure, reduce development risk and facilitate a more straightforward project-level HRA.

4.76 This method used consistently in project-level HRA specifically identifies the types of measures to protect the European sites to satisfy the HRA tests. It is important to note that recreational disturbance is only one potential source of impact in the HRA process and the approach set out has the added value that it proposes consistency in project-level HRAs (not just the elements relating to recreational disturbance).

4.77 For qualifying housing development in both the core zone or outer zone in Liverpool, the project-level HRA assessment methodology takes account of a range of factors, including:

- Location of development and distance from European Sites
- Scale of development and area of development site;
- Embedded on-site green and open space provision for recreation purpose (including % area of site, area size, functionality of the space, length of on-site walks) without mitigation;

- Location and proximity of suitable alternative natural greenspace (SANG) and parks and open spaces;
- Location and accessibility of the European Sites including accessibility of shoreline and proximity and sensitivity of the designation features.

4.78 It is in the applicant's interest to provide the information requested by the City Council to facilitate the HRA early in the development process. While a proportionate assessment method is used, delays in the planning process can be avoided through pre-application discussions and provision of full information describing the development from the outset. It is good practice and more efficient for the prospective applicant (and advisors) to provide the requested information to the City Council and Merseyside Environmental Advisory Service rather than completing a "shadow" HRA of their own.

Policy STP9: Delivering Quality of Place

1. All development should be sustainable, inclusive and high-quality. Proposals should take a people first approach and make a positive contribution to local character, legibility and distinctiveness. Development must comply with all the following design principles:
 - a. Contextual: All development proposals must
 - i. Make efficient use of sites/buildings, by responding to and enhancing the existing site and local context;
 - ii. Preserve and enhance Liverpool's distinctive heritage, including those elements of the City's historic environment which contribute most to the City's distinctive identity and sense of place; and
 - iii. Be neighbourly, safeguarding the amenity and sustainability of existing development.
 - b. Connected: All development proposals must:
 - i. Promote active travel;
 - ii. Improve permeability and movement through areas;

- iii. Take opportunities to repair fragmented urban form; and
 - iv. Promote positive social contact, behaviours and community cohesion
 - c. Inclusive: Proposals must deliver equality of access and opportunity for all in its layout and design, irrespective of age or disability, by creating a built environment that aligns with the principles of inclusive design from the outset of the design process
 - d. Sustainable and Healthy: Proposals must:
 - i. Be resilient and adaptable by responding to and mitigating climate change and achievement of net zero, including being resilient to future changes in temperature and rainfall patterns, and minimising the relative heating of urban areas; and
 - ii. Be liveable, providing a safe, healthy, high-quality environment for future occupiers
2. Proposals should not prejudice the existing and future development potential of adjoining sites or the potential for the area to achieve a coherent, interconnected and integrated built form. Large

scale development proposals and proposals within the spatial growth priority areas must take a comprehensive approach to site design and layout, including adjacent sites, where these are suitable for re-development. Where such potential may reasonably exist, including on sites with

different use or ownership, new development will be expected to progress with a comprehensive scheme through the preparation of a masterplan. Piecemeal development will be resisted. Policy QD1 sets out the sites and areas to which this approach will apply.

Explanation

- 4.79 NPPF is clear that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. It also advises that local planning authorities should seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme.
- 4.80 This policy sets out the key strategic design principles of contextual, connected, inclusive and sustainable. It is particularly important to ensure sustainable, inclusive and high-quality development; and proposals should take a people first approach and respect and respond to the City's context and character of its neighbourhoods and places.
- 4.81 This policy also sets out that the Council will expect developers to take a comprehensive approach to site design and layout, to optimise development potential across the whole site and wider area and deliver the Council's wider place making ambitions. This could be achieved through the use of masterplans and/or design codes for a site/wider area.
- 4.82 Where development sites adjoin each other, or are in multiple ownership, the Council will expect developers to work together to bring forward coherent and integrated development proposals for the whole area. This could be achieved by the preparation of a joint masterplan. As part of this, the Council will expect developers to look at the relationship between adjacent sites, in terms of design, layout, land use and infrastructure requirements, and explore where connections can be made to facilitate movement between different areas.
- 4.83 The Council will also expect developers to work together and take a co-ordinated approach to the delivery of development, to ensure that new homes, jobs and services, along with the infrastructure required to support them, are delivered in a timely way. Piecemeal and uncoordinated development, where sites are taken forward in a fragmented or disjointed way, without a comprehensive plan, will be resisted.

Policy STP10: Health and Well Being

1. All new development should contribute to the delivery of positive health and wellbeing outcomes, taking into account the specific health deprivation issues of different parts of the City. Developments must not exacerbate local health inequalities or social vulnerability.
2. All development should contribute to reducing the causes of ill health, improving health and reducing health inequalities within the city through:
 - i. Addressing any adverse health impacts;
 - ii. Providing a healthy living environment;
 - iii. Promoting and enabling healthy lifestyles;
 - iv. Providing good access to health facilities and services.
3. Developments should deliver a positive impact on health and wellbeing including through, but not limited to:
 - i. The delivery of high-quality, inclusive and sustainable new homes that meet residents needs (Policy H1 to H17);
 - ii. Delivery of inclusive economic growth (Policy EC1 to EC8);
 - iii. Access to high quality public and private amenity space including space for play, parks and open spaces (Policy H16 and Policy GI3)
 - iv. Sustainable development that mitigates the impacts of climate change (Policy NZ2);
 - v. Minimising and mitigating pollution (Policy TC11)
 - vi. Inclusive design and accessible homes (Policies STP9, H3 and H12)
 - vii. Providing for active travel (Policy T3);
 - viii. Design to encourage physical activity (Policy H17 and QD2, QD4, QD5); and
 - ix. Reducing the availability and clustering of unhealthy uses such as hot food takeaways and off-licences, including near schools (TC 5).
4. A Health Impact Assessment will be required for:
 - a. residential developments of 50 or more residential;
 - b. non-residential developments of 10,000m² or more; and
 - c. all proposed developments that involve hot food take-aways, alcohol, gambling and vape shop uses as these proposals are likely to contribute to negative outcomes in areas of high deprivation or health vulnerability.
5. The requirements and scope of the HIA will be set out at the Reg 19 stage of the Local Plan

Explanation

4.84 This policy sets out the strategic approach to supporting the health and wellbeing of Liverpool's residents over the course of the plan period.

4.85 The policy reflects NPPF which requires planning policies to 'enable and support healthy lives, through both promoting good health and preventing ill-health, especially where this would address identified local health and well-being needs and reduce health inequalities between the most and least deprived communities'. It also aligns with the Emerging City

Region Spatial Development Strategy (SDS) which requires Development plans and proposals to plan positively to reduce health and wellbeing inequalities and allow for healthy and active lifestyles to be led.

4.86 The policy also responds to evidence in respect of the health inequalities in the City. The State of Health in the City: Liverpool 2040 describes how health in the city has evolved since 1984, the current state of health, and for the first time a projection of health and wellbeing in the city in 2040 based on current trends. It shows that those living in our poorest areas live 15 years less than those in more affluent areas, and they

live 18 more years with poor health. Projections for ill health indicate that up to an extra 38,000 of Liverpool's residents will be living with major illness. The report states that unless changes are made, the city's residents are facing:

- spending more than a quarter of their life (26.1%) in ill health
- a fall in women's life expectancy by one year and a fall in women's healthy life expectancy by four years
- an increase of up to 38,000 more people living with major illness, defined as at least two long-term conditions such as high blood pressure, cancer, diabetes, asthma and chronic kidney disease
- double the number of adults experiencing depression
- the health issues most common in children will be related to mental health, obesity and child poverty

4.87 It also highlights that these challenges are made worse by the fact that Liverpool is the third most deprived local authority in England, with 63% of residents living in areas ranked among the most deprived in England, and three in 10 children living in poverty. These inequalities have a direct impact on health.

4.88 Liverpool has also just achieved Marmot Community status. The Liverpool Marmot Partnership Group was established in March 2022 to coordinate Marmot activity in Liverpool across key partners. The overall aims of the partnership group is to reduce inequalities, make Liverpool a happier, healthier, fairer and safer City to live and to achieve Marmot Community status focusing on a number priority areas. This policy will support the ambitions of this group which is now named 'Fairer Healthier Liverpool Partnership.

4.89 A key role of the Local Plan is therefore to support development in a way that enables active and healthy lifestyles and delivers positive health and well-being outcomes for the City's residents. Positive health and wellbeing outcomes will be delivered through the implementation of numerous policies in this Local Plan including in respect of new homes; economic growth; green infrastructure; active travel; sustainable design and climate mitigation.

4.90 This policy sets the strategic requirements for new development including the requirement for a Health Impact Assessment. Further work is being undertaken to set out the HIA requirements including the scope of such assessments.

4.91 Health Impact Assessments (HIAs) are useful tools in determining planning applications where there are expected to be significant impacts on health and wellbeing. They should be used during the development process to reduce adverse impacts and maximise positive impacts on health and wellbeing of the population as well as assessing the indirect implications for the wider community. HIAs are usually forward looking and are best undertaken as early as possible in the design process to ensure health matters are integrated at the outset. It is an iterative process.

4.92 A new Health SPD or Technical Advice note will be produced to provide guidance on producing Health Impact Assessments.

Policy STP11: Climate and Sustainability

1. New development should be designed to mitigate and adapt to climate change.
2. All development proposals should contribute to both mitigating and adapting to climate change, and to meeting City, City Region and national climate objectives. Development should meet the highest feasible environmental standards during construction and occupation and respond to the climate emergency. On the basis of evidence that is currently being developed it is anticipated that the policy will seek to require the following:
 - a. All development should minimise whole life carbon by reducing embodied and operational carbon emissions.
 - b. All developments must incorporate low carbon technologies and maximise opportunities for renewable energy generation and connection to heat networks, contributing to a resilient and net zero carbon energy system.
 - c. Development should be located and designed to ensure resilience to climate change
 - d. Development should protect and enhance blue and green infrastructure to maximise its potential for natural carbon capture, while supporting biodiversity, climate resilience, and environmental quality.
3. Development should also mitigate and adapt to climate change through:
 - a. Design that is resilient to climate change by minimising the risk of overheating, improving water efficiency, and minimising and avoiding the risk of flooding from all sources;
 - b. Mitigating and improving poor air quality;
 - c. Delivery of forms of development which make efficient use of land and encourage walking, cycling and the use of public transport instead of journeys by private car; and
 - d. Design which is sufficiently flexible and adaptable to enable changes of use or layout and facilitate future refurbishment.
5. New development will be expected to demonstrate through Climate and Sustainability statements how the proposal will contribute to mitigating and adapting to climate change. Measures should be integrated into the design of new development from the outset and be considered at all stages of the design process. Further details will be provided in respect of the scope of the climate and sustainable statements in the Regulation 19 Local Plan.

Explanation

- 4.93 In July 2019 at a Special Council meeting the City Council declared a Climate Change Emergency and made a commitment to work together with staff, residents, businesses, partners, and stakeholders to take action to reduce our carbon footprint and become a zero-emissions council by 2030. This includes considering the impact of Council actions, including planning decisions, on climate change.
- 4.94 The need to plan for climate change is also set out explicitly within the NPPF. In policy terms this means plans should take a proactive approach to mitigating

and adapting to climate change, considering the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating. New development should be planned to minimise climate change impacts and reduce greenhouse gas emissions.

- 4.95 The policy sets out the key strategic requirements for new development that are proposed for inclusion in policy once the evidence has been collated.

Policy STP12: Sustainable Movement and Connectivity

1. The City Council is committed to prioritising the delivery of safe, active, and sustainable transport to enable high-quality development that contributes to a safe, attractive, healthy, inclusive, and zero-carbon city; and the delivery of high-quality digital infrastructure. All development proposals should contribute to this priority through;
 - i. Ensuring proposals deliver sustainable travel patterns and support the transition to net-zero by promoting low-emission and zero-emission transport solutions
 - ii. Ensuring that digital connectivity is treated as essential infrastructure, enabling access to services, employment, and education. Development proposals will be expected to provide access to superfast broadband, as a minimum, and full fibre connections where available. This will include provision for multiple infrastructure providers to access the site.
 - iii. Locating more intensive, higher-density mixed-use developments at accessible locations and close to main public transport hubs;
 - iv. Minimising the need to travel by private car and maximise opportunities for walking, cycling, and public transport;
 - v. Contributing to the creation of walkable neighbourhoods;
 - vi. Designing streets that are attractive, safe, inclusive, and accessible for all;
 - vii. Providing direct, accessible, and convenient links to local facilities and public transport; and
 - viii. Ensuring places and streets are shaped by the needs of pedestrians, cyclists, and public transport users, including car-free developments in highly accessible locations and integration of road traffic and parking to ensure a liveable environment.
2. Development should not prejudice the delivery of identified sustainable transport schemes and digital infrastructure. Specific schemes may be identified in the Regulation 19 Local Plan.

Explanation

- 4.96 Liverpool's transport network and streets play an essential role in connecting people to opportunities and essential goods and services both within and outside the city, including jobs, education, healthcare, shops, recreation, and leisure. Transport accessibility is also a major catalyst for unlocking sites allocated for development in the Local Plan. Liverpool's growth ambitions must be supported by high-quality transport infrastructure providing inclusive and sustainable transport connectivity. The Council's aim of achieving net zero carbon by 2030 will require significant modal shift, as well supporting the move to zero-emission vehicles.
- 4.97 It is also fundamental to city's economic prosperity that there is high quality digital infrastructure in place. As more services are provided on-line and more people

work at home (including 'live/work' arrangements), improved digital connections are becoming increasingly necessary in homes and businesses. There are significant commercial and economic benefits in enabling full-fibre broadband connections in all new developments. It is an important way of future-proofing developments. This policy therefore requires proposals to provide access to superfast broadband as a minimum. Further detailed policy is set out in Policy T10.

- 4.98 In respect of sustainable movement this policy requires development proposals to prioritise active and low-emission modes of transport – such as walking, wheeling, cycling, and public transport – over private car use. Through this requirement, we aim to reduce congestion, improve air quality, and ensure safe, accessible mobility for all. This policy underpins the wider ambition to create a connected,

resilient city that meets the mobility needs of residents, businesses, and visitors while supporting the city's climate and public health goals.

- 4.99 The policy is aligned with the strategic goals and objectives outlined in the LCC City Transport Plan, Liverpool Urban Mobility and Public Spaces Plan and LCC - Local Cycling and Walking Infrastructure Plan (LCWIP). By focusing on sustainable travel,

active transport, and community-centric design, the plan supports Liverpool's vision for a healthier, more connected, and environmentally friendly city.

- 4.100 This policy also ensures that the delivery of planned infrastructure is not prejudiced. The Regulation 19 Plan may provide further details in respect of specific schemes.

Policy STPI3: Social Value

1. All development should be located, designed, constructed and operated so as to maximise its social value and contribution to making Liverpool a socially and economically inclusive city.
2. Developers are strongly encouraged to involve local residents, businesses and other stakeholders throughout the development process.
3. All major developments proposals should be accompanied by a social value strategy. The social value strategy should identify how the development will support social inclusion and deliver social value throughout its lifecycle. This will include demonstrating how the development will maximise its positive contribution, as relevant, to:
 - a. Reducing inequalities in Liverpool and their adverse impacts on residents;
 - b. The ability of all residents and vulnerable groups to fully participate in society;
 - c. Inclusive places and spaces;
 - d. Economic inclusion with positive

consideration given to:

- Ensuring that access arrangements cater for all needs, including maximising opportunities for walking and cycling;
 - Promoting on-site employment opportunities to Liverpool's residents;
 - Providing training opportunities for Liverpool's residents;
 - Utilising local supply chains
- e. Health and wellbeing; and
 - f. Resilience.
4. A condition will be included on all relevant planning permissions to ensure the implementation of any agreed social value strategy, including requiring confirmation of the relevant parts of the strategy to be implemented prior to the commencement and occupation of the development.

Explanation

- 4.101 To ensure regeneration and growth in Liverpool is inclusive and delivers benefits for local residents and businesses it is important for new development to take all practicable measures to maximise its wider social value and its contribution to social inclusion. The opportunities to deliver social value through new development arise throughout its lifecycle, including both the construction and operational phases. For the purposes of this policy, social value is defined as the range of potential social, economic and environmental benefits to communities in Liverpool, including existing residents, businesses and other stakeholders in the local area.

- 4.102 Ensuring that residents share in the benefits of development and economic growth is key to driving change in the city's communities. Liverpool's communities are not equally benefiting from growing opportunities in Liverpool. Deprivation in the city is widespread. The most recent Index of Multiple Deprivation (IMD) figures (2019) show that 63% of Liverpool's neighbourhoods were ranked amongst the top 20% most deprived in England, with nearly half of these areas in the top 10%. Health challenges are also particularly pressing, as highlighted in the "State of Health in the City: Liverpool 2040" report. Liverpool has the second-lowest life expectancy amongst core cities, and, three out of ten children in Liverpool live in poverty, further affecting the health and life opportunities of our youth.

- 4.103 Early and continuous engagement of local stakeholders, including residents, provides the potential to identify and incorporate opportunities to deliver social value outcomes as well as achieving greater ownership of the proposal. A highly collaborative approach benefits all – residents and developers.
- 4.104 The preparation of a Social Value Strategy for major developments provides a tool for considering how social value and social inclusion can be maximised, securing the implementation of suggested measures, and enabling communities to understand the positive impact that new development will have on their neighbourhood. The city council will positively engage with developers in the production and implementation of their Social Value Strategies, but the involvement of other stakeholders including local residents is also strongly encouraged in order to maximise their impact. The preparation of the Strategy will need to be an iterative process and commence at the start of the development process.

Part 2

Development Management Policies and Implementation





CHAPTER

05

City Centre

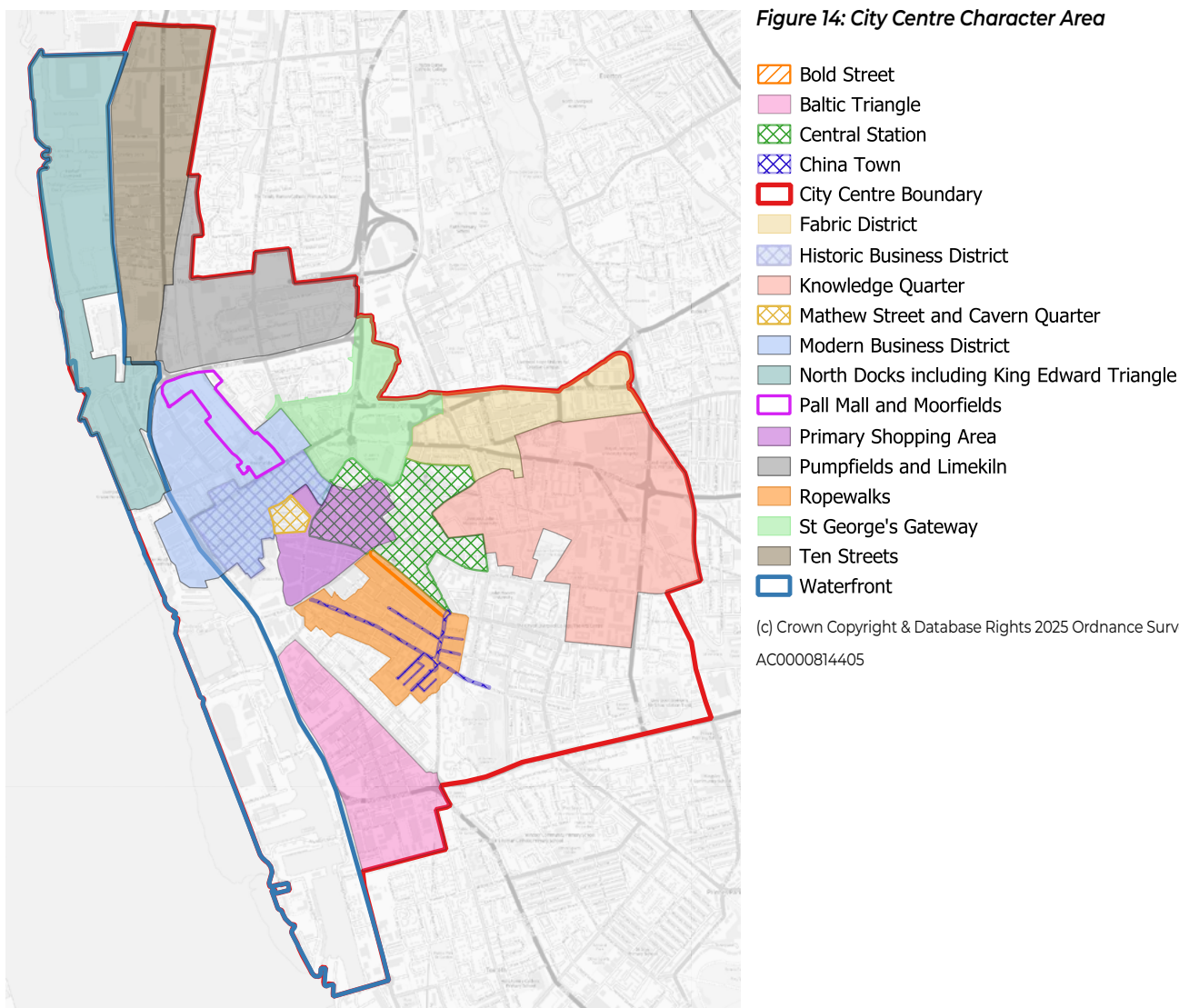


05 City Centre

Introduction

5.1 The purpose of this chapter is to set out specific planning policies, both area based and thematic, which are unique to the City Centre. The Draft City Centre Character Area Map shows the location and boundary of each geographic area. The area-based policies respond to the fact that the city centre comprises a collection of vibrant interconnected destinations and neighbourhoods each having their own identities and opportunities but which need to work together to ensure a vibrant, thriving and sustainable city centre at the heart of the city region.

- 5.2 The policies set out in this chapter will deliver the Local Plan Vision for the City Centre: that it will be a thriving and growing regional centre for commercial, retail and leisure investment; its role as the economic hub for the City Region with world class education and business will have been enhance and its role in providing high quality urban living will be strengthened.
- 5.3 In all cases, development proposals within the City Centre should also be considered against city-wide policies that are relevant.



Policy CC1: The City Centre Business District

City Centre Business District

1. Within the City Centre Business District as identified on the City Centre Character Area Map, the City Council will support proposals that maximise the economic potential of the area, with a focus on office led development. Proposals for new office floorspace or the refurbishment of existing office stock will be supported, particularly where it:
 - a. Provides high-quality, energy-efficient accommodation, including Grade A office space;
 - b. Includes active ground floor uses that contribute to a vibrant street scene;
 - c. Enhances public realm and connectivity, including walking, cycling and wheeling infrastructure.
2. All development proposals must:
 - a. Be of high architectural quality and preserve and enhance heritage assets;
 - b. Contribute to a lively, animated sense of place;
 - c. Incorporate green infrastructure and support climate change adaptation;
 - d. Promote inclusive access and connectivity across the City Centre Business District.

Modern Business District

3. The Modern Business District will be the primary focus for office development within the wider Business District. Proposals for non-office use will only be permitted where:
 - a. The proposed use is demonstrably complementary to the business function of the area; or
 - b. There is no reasonable prospect of the site being use for office purposes and its loss will not undermine the City's ability to meet its

future requirements for high quality office floorspace. This will require compliance with Part 3 of Policy EC1.

4. Complementary uses, such as food and drink, retail and leisure uses will be supported where they:
 - a. Are ancillary to the primary office function including having an appropriate closing time; and
 - b. Do not undermine the area's ability to attract or retain office investment.

Historic Business District

5. The Historic Business District will be a focus for office uses, particularly on allocated sites which should comprise office led development.
6. The change of use of buildings to non-office uses will be supported providing the proposal supports a mix of uses that complements the character of the area including its heritage assets and the wider vibrancy of the Business District. Appropriate uses may include food and drink uses, agile working spaces, creative start-ups and residential and visitor accommodation.
7. Proposals for food and drink uses (Use Class E(b)) and leisure uses will be supported where:
 - a. They are located at ground floor level and contribute to an active street frontage; and
 - b. Opening hours do not extend beyond midnight in order to protect residential amenity and business function
8. The reuse of upper floors for residential use will be supported where it will provide appropriate levels of amenity for residents and not restrict established evening and nighttime land uses.
9. Residential development will be acceptable where it involves repurposing of existing buildings, offers heritage benefits, supports vibrancy and does not

Explanation

- 5.4 The City Centre Business District is the commercial heart of the city and a key driver of economic growth. It comprises both the Modern Business District, characterised by high-density modern office development, and the Historic Business District, which offers a unique blend of heritage and business-related activity including food and drink uses which support

the business function.

- 5.5 The policy seeks to retain and grow the office stock, particularly Grade A office accommodation, while allowing for a mix of supporting uses that enhance the area's attractiveness to businesses, workers, residents, and visitors. Uses which support the business function and contribute to a vibrant and sustainable city centre will be encouraged in the area.

Policy CC2: Pall Mall and Moorfields

1. Within the Pall Mall and Moorfields Area as identified on the City Centre Character Area map, office-led mixed use development will be supported which secures the successful functioning and delivery of a vibrant and sustainable Business District as the primary location for new modern office space and supporting uses of appropriate scale that activate and support the overall vibrancy of the area.
2. Development proposals within the area should:
 - a. Ensure a comprehensive approach to the delivery of development taking account of the context and character of the area. Proposals should not prejudice the existing and future development potential of adjoining sites or the potential for the area to achieve a coherent, interconnected and integrated built form;
 - b. On allocated sites deliver high quality office led development in accordance with Policy CCI and demonstrate that supporting uses will contribute to the delivery of a vibrant and sustainable office area which maximises its regeneration and growth. Appropriate supporting uses may include residential, food and beverage uses, retail, leisure and visitor accommodation which supports businesses;
 - c. Take account of any emerging proposals in respect of Moorfields Train Station;
 - d. Activate the ground floor of the proposal with appropriate supporting uses;
 - e. Facilitate and contribute to maximising connectivity across both the Business District and the wider city centre;
 - f. Deliver high quality, sustainable and contextual design; and
 - g. Incorporate high quality new public realm and landscaping.
3. Vertical zoning within buildings will be supported where this facilitates a greater mix of uses.

Explanation

- 5.6 The Pall Mall and Moorfields area sits within the Commercial Business District (CBD) area, and provides significant opportunity for investment in Liverpool's commercial office market and supporting uses. There is potential to drive continued regeneration, maximise investment opportunities and enhance environmental quality and sustainability. The Council wish to enable change and drive growth to support the creation of a vibrant, sustainable office led mixed use city centre neighbourhood with excellent connections to the wider city and city centre.
- 5.7 The area lies within the proposed 'accelerated development zone' identified by the Liverpool Strategic Futures Advisory Panel and is described in the report issued in March 2024 as 'a key project to accelerate office development within the core central business district, aligned to a potentially improved transport hub at Moorfields Station.'
- 5.8 Due to a range of different factors, development in the area has not been delivered with the speed and quality required to keep Liverpool ahead of the competition with other northern cities and the demand for Grade A commercial office space. This has led to static rent levels, widening viability gaps and an inability to retain existing occupiers or attract new ones in the Business District.
- 5.9 As highlighted in the Employment Land and Premises Study, Pall Mall in particular is of critical importance to the delivery of new, modern office floorspace in the City Centre. It also recognises the importance of appropriate supporting uses to help to activate the area and support viability, whilst retaining a strategic focus on an office-led development given the lack of alternative options of scale within the City Centre Business District.
- 5.10 This policy will facilitate and support the potential of this area for delivering high quality office led development with appropriate supporting uses that deliver vibrancy and enhance its market attractiveness. An SPD will be prepared that provides detailed guidance and facilitates delivery.

Policy CC3: The Knowledge Quarter

1. Within the Knowledge Quarter, as defined on the City Centre Character Area Map, a mix of uses will be supported to create a world-class place of innovation and discovery in science, technology, education, medicine and culture. Specifically:
 - a. Offices, research and development, laboratory facilities and education related uses;
 - b. Residential dwellings which are affordable and aimed at key workers within Paddington Village;
 - c. Student Accommodation in accordance with Policy H8;
 - d. Ancillary uses and supporting infrastructure which are important to the future development and operation of the science, technology, education, medicine and culture assets in the area, subject to other plan policies;
 - e. Small scale convenience retail and services to support the primary function of the area.
2. Proposed development within the Knowledge Quarter should demonstrate its contribution to:
 - a. promoting the clustering of knowledge economy assets and the bringing together of complementary uses;
 - b. attracting and retaining innovative businesses and/or the fostering of start-up knowledge-based businesses;
 - c. place-making, including the enhancement of the public realm and green infrastructure assets; and
 - d. improving connectivity both physically (particularly to enhance opportunities for active travel) and digitally.
3. Proposals which enhance the area's primary role and function for science, technology, education, medicine will be supported including:
 - a. Development of commercial laboratory space;
 - b. Redevelopment and expansion of existing facilities for the Liverpool School of Tropical Medicine;
 - c. The delivery of a globally connected University of Liverpool campus to facilitate a transformative approach to learning, teaching and research;
 - d. Delivery of enhanced teaching and associated facilities at Liverpool John Moores University and improved connectivity between the university's City Centre campuses.
 - e. Comprehensive and master plan led approach for the redevelopment of the former Royal Liverpool Hospital Site for a new high quality healthcare, research and development campus and associated high quality public realm.

Explanation

5.11 The Knowledge Quarter (KQ) covers a significant area of Liverpool City Centre. Located to the east of Lime Street Station it encompasses a number of key educational, health and knowledge/ science-based businesses and including Liverpool Science Park, The University of Liverpool, Liverpool Royal University Hospital, Liverpool John Moores University (LJMU)'s Mount Pleasant Campus and the Royal College of Physicians at Paddington Village. The area sits adjacent to significant religious and cultural institutions including Liverpool Anglican and Metropolitan Cathedrals, the Everyman Theatre and Liverpool Philharmonic Hall.

5.12 The whole area continues to have significant potential for ongoing investment and regeneration set within a high-quality environment. This policy seeks to ensure that the Knowledge Quarter continues to be a key growth area and that the area's economic potential and ability to attract and retain research companies and high growth businesses is maximised. An SPD will be brought forward to provide more detailed guidance for this area.

Policy CC4: Paddington Village

1. A mix of uses will be supported on land, including allocated sites, within Paddington Village as defined on the City Centre Character Area Map, specifically:
 - a. Offices, research and development and laboratory facilities;
 - b. Educational uses;
 - c. Appropriate residential that supports the area's primary role and function and meets the requirements of Policy H1 and CC21;
 - d. Small-scale ancillary facilities to support the business and residential needs in the area;
 - e. High quality, multifunctional open space and green infrastructure.
2. All development proposals within Paddington Village should accord with the principles contained in the Paddington Village SRF and the Tall Building Policy and SPD in terms of the Tall Building cluster at Paddington Village.
3. A comprehensive masterplan led approach should be taken to the development of the land at 'Paddington South', for a mix of uses including for research and development, offices, laboratory facilities, university educational facilities and/or appropriate residential development in line with other plan policies.

Explanation

- 5.13 Paddington Village sits within the Knowledge Quarter Area and will deliver significant employment opportunities, as well as diversifying the residential offer and creating new public realm and open space.
- 5.14 Paddington Village has recently delivered the Spine Building, has close links to the university and hospitals, and has two pipeline schemes, Hemisphere One and Two planned to deliver lab space. The Employment Land and Premises Study recommends that the remaining land at Paddington Village is retained for mixed use and identifies further potential sites at Hall Lane/ Mount Vernon Road and the former Smithdown Lane Police Station which can contribute to meeting the R&D needs over the plan period.
- 5.15 All development proposals within the area should comply with the Paddington Village Spatial Regeneration Framework including any future updates and should be brought forward in a comprehensive manner.

Policy CC5: The Fabric District

1. Within The Fabric District, as defined on the City Centre Character Area Map, a mix of uses will be supported, with the primary focus on employment uses, specifically makers, manufacturing and light employment uses, including new space for start-up businesses and incubator businesses.
2. The following uses will also be supported where it is clearly demonstrated that they will contribute to the delivery of a vibrant mixed-use area and will not prejudice employment uses coming forward:
 - a. Community, leisure and food and drink uses;
 - b. Hotels;
 - c. Offices;
 - d. Residential that delivers an appropriate mix in accordance with Policy H1;
 - e. Ancillary uses including small scale shops and services.
3. Proposals for Purpose Built Student Accommodation will not normally be supported and will be considered against Policy H8
4. All development proposals within the Fabric District should:
 - a. Not undermine the growth of business uses within the area, and demonstrate no adverse impact on the operation of existing businesses in the area, including from the cumulative impact of residential development;
 - b. Contribute to improving the public realm, green infrastructure and environmental quality of the area;
 - c. Contribute to enhancing connectivity to adjoining areas, particularly to the north and wider city centre including pedestrian, wheeling and cycle links;
 - d. Respect the existing character of the area, including its historic character and street patterns;
 - e. Ensure the scale and massing is appropriate and does not compromise any of the key views of the landmark buildings and the strategic and local vistas in accordance with policy QD7 and the Tall Buildings SPD;
 - f. Include innovative contemporary high-quality approaches to building and streetscape designs to create a distinct sense of place;
 - g. Retain and convert where possible historic buildings that contribute to character and grain;
 - h. Ensure no adverse impact on residential amenity
 - i. Include active ground floor uses and frontages; and
 - j. Include high levels of sound insulation within residential proposals.
5. The closing times of night-time economy uses will be subject to the following:
 - a. Impact on residential amenity. Within areas of Fabric District that are predominantly residential night time economy uses must close at midnight.
 - b. Impact on the operation of existing businesses and the character and function of the surrounding area.
 - c. In all cases outdoor space used in connection with night-time economy uses may be subject to earlier closing time to protect residential amenity.

Explanation

- 5.16 The Fabric District lies adjacent to the Knowledge Quarter. It is an area undergoing change with significant potential for investment and regeneration. It sits within a strategic location marking a transition from the City Centre into Liverpool North/West Everton.
- 5.17 The Fabric District area is adjacent to the Knowledge Quarter and has substantial scope for transport

and public realm improvements and mixed-use regeneration to support a balance of residential and commercial uses.

- 5.18 Historically the Fabric District has been a place for independent business, particularly those relating to fabric. The area is in need of regeneration and this policy supports the creation of a mixed-use area with a primary focus on employment uses for makers,

manufacturing and light employment uses, including new space for start-up and up-start business and incubator businesses; high quality residential and improvements to the environmental quality of the area.

Policy CC6: Protecting and Enhancing the Primary Shopping Area

1. **Liverpool City Centre's Primary Shopping Area as shown on the City Centre Character Area Map, will be protected and enhanced by:**
 - a. Granting planning permission for new non-food retail development.
 - b. Granting planning permission for other town centre uses as defined by national planning policy subject to the criteria in Part 2 of this policy;
 - c. Ensuring that it is the priority location for major non-food shopping facilities by requiring out of centre retail proposals to demonstrate compliance with the sequential approach and no significant adverse impact on the vitality and viability of the Primary Shopping Area.
2. **Where permitted development rights do not apply, proposals for non-retail uses at ground floor level within the City Centre Primary Shopping Area will not be permitted unless the proposed use would:**
 - a. Make a positive contribution to the vitality, viability and diversity of the Primary Shopping Area; and
 - b. Not fragment any part of the Primary Shopping Area by creating a significant break in the shopping frontage; and
 - c. Not result in a loss of retail floorspace of a scale harmful to the shopping function of the Primary Retail Area; and
 - d. Be compatible with a primary retail area in that it includes a shopfront with a display function and active frontage.
3. **In all cases, proposals which would result in the loss of retail floorspace, including storage or servicing space, will be expected to demonstrate that they will not be detrimental to the continued viability of the retail unit.**

Explanation

5.19 The City Centre is the Regional Shopping Centre for the sub-region. Protecting and enhancing the attraction of the City Centre Primary Shopping Area as a city-wide and regional shopping destination is crucial to ensuring its future success. In order to protect the role and function of the Primary Shopping Area it is important to ensure that no other retail developments within the remainder of the City Centre and the City undermine its vitality and viability by requiring proposals for non-food retail outside of the Primary Shopping Area comply with the requirements of the sequential approach and impact assessment. This policy also sets out the circumstances where proposals for non-retail uses at ground floor within the Primary Shopping Area will be acceptable.

Policy CC7: Mathew Street and Cavern Quarter

1. Within the Mathew Street and Cavern Quarter Area, as defined on the City Centre Character Area Map, the City Council will support proposals that contribute to achieving vibrancy and diversity within the area through different periods of the day and into the evening. This includes supporting a greater diversity and mix of uses, particularly daytime uses, to create a vibrant and diverse area with a mix of employment, tourism, retail, and food and drink uses. Planning permission will be granted for proposals which deliver:
 - a. Retail development;
 - b. New high-quality visitor and tourist attractions which reflect the heritage of the area, including the Beatles legacy, and complement and link with the City's wider music/cultural heritage and tourism assets;
 - c. A diversification of food and drink uses;
 - d. Active uses on ground floors with high quality unit frontages;
 - e. Ground floor uses that will be open during daytime hours;
 - f. The use of upper floors for, visitor accommodation, offices and other employment uses including creative and digital businesses;
 - g. The re-use and long-term preservation of historic premises, and the redevelopment of derelict, under-used sites, and;
 - h. Improvements to the public realm and enhanced linkages.
2. Proposals for new night-time economy uses in the area should:
 - a. Not result in an over concentration of such facilities;
 - b. Demonstrate no detrimental impact, including cumulative impact, on the area specifically with regard to anti-social behaviour, noise pollution and health and well-being;
 - c. Ensure no significant adverse impact on residential amenity; and
 - d. Contribute to diversifying the mix of uses in the area.
3. Residential development in the area will not be supported.

Explanation

- 5.20 The Mathew Street and Cavern Quarter Area includes the narrow streets and ginnels around Mathew Street. The area is a valuable tourist asset and is known for its buoyant night-time leisure scene. This policy supports proposals which would diversify the leisure offer in the area to create a more vibrant area during the day as well as evening. It also supports the use of vacant upper floors for visitor accommodation and employment related uses.
- 5.21 Proposals for new bars, nightclubs and other late-night uses will be assessed in terms of their cumulative impact on Mathew Street and its surrounds. This will ensure that the mix and balance of uses in the area is maintained by preventing an over-concentration

of such uses. Although already prevalent in the area, further clustering could have a detrimental impact on the area's overall mix and lead to incremental changes to its character.

- 5.22 Applicants should address this issue in their planning application submission and should consider both the surrounding uses at ground floor level and the existing servicing arrangements in the vicinity of the site. Noise and amenity impacts will also be carefully considered, especially where there are residential uses in the immediate vicinity of the site.

Policy CC8: Central Station

1. The Central Station area as identified on the City Centre Character Area Map will be a vibrant, sustainable and mixed use city centre neighbourhood with a world class transport hub at its heart. A step change in rail activity and capacity will deliver improved access to new homes, leisure and jobs. Proposals which contribute to the comprehensive delivery of this Vision for the area will be supported. Development must contribute to the comprehensive delivery of a mix of uses to support the vitality and vibrancy of this area, the Primary Shopping Area and the wider city centre. Specifically, the following uses will be supported:
 - a. Retail, cultural and leisure;
 - b. High quality food and drink uses;
 - c. Employment uses;
 - d. Residential on upper floors and as part of new mixed schemes subject to amenity considerations and the requirements of Policy H1;
 - e. Community uses including education and healthcare; and
 - f. New and improvements to existing public realm.
2. All development proposals should:
 - a. Adopt a comprehensive approach to bringing forward the proposal taking into account the context and character of the area, and adjoining sites;
 - b. Deliver a mix of high quality uses that contribute to the delivery of a vibrant, sustainable and inclusive destination;
 - c. Take account of emerging proposals in respect of Central Station enhancements/redevelopment;
 - d. Deliver high quality place led design of appropriate scale and massing;
 - e. Preserve and enhance heritage assets;
 - f. Deliver creative reuse of derelict or under used buildings;
 - g. Contribute to improving the public realm and environmental quality of the area;
 - h. Contribute to enhancing connectivity across the area and with the wider city centre, including to Lime Street, the Knowledge Quarter, Primary Shopping Area, Waterfront, Baltic and educational campuses and cultural hubs; and
 - i. Deliver development that responds to climate change.

Explanation

5.23 The Central Station area is a distinctive and significant part of Liverpool City Centre. The station serves as key gateway into the city centre, particularly for Liverpool residents and commuters. It is the third busiest station in the North of England and the busiest outside London by average platform utilisation. It is in a pivotal location on the edge of the Primary Shopping Area, Bold Street and Ranelagh Street, a key route linking the Knowledge Quarter and the Adelphi area into the city core. The area is also home to characterful buildings, streets and spaces. The Station is also the cornerstone to the city block of Ranelagh Street, Renshaw Street and Bold Street / Back Bold Street which includes the former Lewis's building. The

area has enormous potential and the council wish to see it redeveloped in a comprehensive manner. Development proposals should contribute to this.

5.24 Liverpool City Region Combined Authority are developing a strategy aimed at significantly improving the passenger and operation capacity at Central Station to support a continued model shift; the expansion of the network; and the improvement of the passenger experience. This proposed redevelopment of the Station provides the opportunity for a radical transformation of the Station's profile and presence in the city centre, to support continued growth, and to act as a catalyst for the redevelopment and reimagining of its more immediate surroundings. The Central Station area and surrounds have significant potential

for investment and regeneration including a number of potential development opportunities and enhanced public realm and connectivity to the wider city centre.

5.25 A Supplementary Planning Document is being developed to provide more detailed guidance including a delivery framework.

Policy CC9: St George's Gateway

1. Within the 'St George's Gateway' area as defined on the City Centre Character Area Map, proposals that contribute to the creation of a vibrant and distinctive place that respect the world class heritage and cultural assets will be supported.
2. Proposals which include the following uses will be supported:
 - a. Cultural and Leisure;
 - b. Education;
 - c. Residential that delivers a mix to meet the City's need in line with Policy H1;
 - d. Employment Uses;
 - e. Ancillary Food and Beverage Uses that activate the area; and
 - f. Community uses to support adjoining residential communities.
3. Development proposals should:
 - a. Take a comprehensive approach to site design and layout;
 - b. Preserve and enhance Liverpool's distinctive heritage within the area;
 - c. Ensure high quality design that responds to the area's unique character and identity;
 - d. Be of an appropriate scale and massing that responds to local context and the need to re-stitch the urban grain;
 - e. Protect and enhance amenity;
 - f. Contribute to enhancing connectivity, with a focus on active travel, with adjoining neighbourhoods specifically to the communities to the north of the area and the wider city centre including Lime Street Station, the Knowledge Quarter and adjoining Business District;
 - g. Contribute to enhancing the public realm and ensuring high quality and useable public spaces; and
 - h. Consider creative approaches to the reuse of derelict and underused buildings.

Explanation

- 5.26 St George's Gateway site represents a strategic regeneration opportunity. Located close to Liverpool Lime Street Station and St George's Hall, the area is home to some of the City's most important cultural and educational assets, including St George's Hall, the Walker Art Gallery, the World Museum, the Empire Theatre and one of the campuses for Liverpool John Moores University. The area is also of great historic value and is a key gateway into the city centre from the north.
- 5.27 The 35-hectare site has significant development potential with major opportunities for sustainable growth and enhanced connectivity set within a world

class public realm. The removal of the Churchill Way Flyover in 2019/2020 has unlocked significant potential for development in and around Hunter Street and Byrom Street and access and connectivity potential for residents in communities to the north of the city centre.

- 5.28 This policy seeks to build on the opportunities that the area provides and set out the policy framework to support transformational change and delivery of sustainable growth for the benefit of the city's economy and its residents. A Supplementary Planning Document is also being brought forward for the area which will provide more detailed guidance and delivery framework.

Policy CC10: Ropewalks

1. Within Ropewalks a mix of uses will be supported as follows:
 - a. Entertainment and night-time uses, which should be focussed around Concert and Wolstenholme Square and Slater Street;
 - b. Residential and complementary uses such as small-scale shops and services, offices and hotels – focussed around Henry Street, Berry Street and East Village (Cornwallis/ Kent Street);
 - c. Small scale independent retail and food and drink uses – focussed around Bold Street;
 - d. Mix of uses including residential, leisure, hotels, cultural facilities, restaurants, offices and small-scale shops - focussed around Duke Street and St Peter's (Seel Street/ Colquitt Street); and
 - e. Creative and Digital businesses across the area.
2. All development proposals within the area must:
 - a. Include active uses at ground floor level;
 - b. Take a comprehensive approach to the redevelopment and reuse of existing buildings including upper floors;
 - c. Control noise levels from commercial uses to reduce their impact on residential uses;
 - d. Incorporate high levels of sound insulation within residential proposals (including windows, external doors, walls and roofs) and provide continuous mechanical ventilation in all residential units;
 - e. Consider noise implications from the outset in the design process;
- f. Maximise potential links to surrounding areas by taking opportunities to include pedestrian and cycle links;
 - g. Contribute to improving the public realm and environmental quality of the area, including green infrastructure;
 - h. Respect the historic street pattern;
 - i. Conserve and enhance the significance of the historic environment, heritage assets and their setting, including elements which contribute to the character of the area; and
 - j. Ensure the proposal reflects the building heights and plot sizes of the immediate locality.
3. To support Bold Street as a high quality area in which independent shops and services can thrive:
 - a. The merging of ground floor units will not be supported;
 - b. Proposals which are exclusively for the sale of alcohol on the premises will not be supported;
 - c. Opening hours for night-time economy uses in Bold Street should not extend beyond midnight in order to protect residential amenity and the character and function of the area;
 - d. Active high quality shop fronts should be retained or provided which reflect the identity and character of Bold Street; and
 - e. Proposals should contribute to the delivery of high quality inclusive public realm including with respect to street furniture.

Explanation

5.29 Ropewalks has a rich architectural and historic character linked to its maritime history. The area has retained much of its historic characteristics. Warehouses and buildings have been converted into hotels, bars, restaurants, apartments, galleries and offices. The area is therefore home to a mix of uses including night-time and entertainment uses, creative businesses, independent retail and residential uses. The aim of the policy is to support the area's daytime

and night-time economies whilst ensuring that the Ropewalks' desirability as a place to live, work and visit is maintained.

5.30 Bold Street provides for a range of smaller units which are occupied by a mix of largely independent retail and leisure operators and which provides further opportunities for the independent sector to thrive. This policy aims to build on the strength of Bold Street and support its unique and vibrant character.

Policy CC11: Chinatown

A policy will be included in the Local Plan which covers the area defined as Chinatown on the draft City Centre Character Area Map. Chinatown is an area with a distinct culture, cuisine and character. The aim of this policy will be to foster and celebrate the area's identity and atmosphere that makes Chinatown special and to ensure that it offers a high-quality experience for all who visit, work, and live in the area.

This policy will set out what uses will be supported in this mixed-use area. These uses may include:

- Small and medium enterprise workspace, particularly in the creative industries and start-up businesses.
- Uses which are able to support and offer a range of cultural experiences such as a tea house, space for craft/culinary workshops, museum etc.
- Businesses that offer a presence during daytime hours.
- Uses to support tourism in this part of the City Centre including hotel development.

- Improvements to public realm including public art, space for a market and to support cultural events.
- Residential and associated community facilities.
- The policy may also set out that development proposals coming forward adjacent to Chinatown respond to the specific needs of this community.

It will also set out general requirements for all types of development in the area. These may include requirements for:

- Active ground floor daytime uses to enhance the vibrancy of the area at all times of the day.
- Contributing to improvements to connectivity across the Chinatown area and to the wider city.
- Opening hours to help manage late night activity that may impact on residents living in the area.

Explanation

- 5.31 Liverpool has Europe's oldest Chinese community dating back to 1834. The Chinatown Area has been the historic home of the Chinese community for over 200 years and is an important asset to the city. Today Chinatown continues to contribute to the cultural diversity and creativity of Liverpool, with its unique character symbolized by the Chinese Ceremonial Arch gateway at the entrance to Nelson Street.
- 5.32 However, over the past two decades Liverpool Chinatown has faced a decline with businesses on Nelson Street closing down and a deterioration of public realm. This policy seeks to maintain and encourage a mix of uses in the area which reflect and protect its unique character.

Policy CC12: Pumpfields and Limekilns

1. The Pumpfields and Limekilns area as identified on the City Centre Character Area Map will become a highly sustainable extension of the city centre, accommodating substantial housing growth and optimising strategic economic benefits. Supported by new infrastructure, it will be an inclusive, resilient and safe community in which people of all genders, abilities and ages have good access to high quality homes that meet housing needs, and to strategic and local employment opportunities; can interact socially in green spaces and in new community facilities; and have the opportunity for independent, healthy and active lifestyles. All development proposals must demonstrably contribute to the delivery of this Vision for the area which must be brought forward in a comprehensive manner.
2. The following uses will be supported where they clearly contribute to the comprehensive delivery of the Vision for the area as set out in Part 1 of this policy:
 - a. Residential-led mixed-use developments;
 - b. Employment uses which provides for the delivery of modern employment premises and are compatible with surrounding residential uses;
 - c. Enhanced public realm and green infrastructure;
 - d. Ancillary neighbourhood uses in appropriate locations where they would deliver quality of place; and
 - e. Development which supports and enhances the continued operation of the City of Liverpool College.
3. All proposals within the area must demonstrate a comprehensive and integrated approach to site design and layout, including with other schemes across the area to ensure the proposals contributes to the delivery of a highly sustainable residential led extension of the city centre with supporting infrastructure. A piecemeal approach to plot development will not be supported. Developers will be expected to take a consortia approach which considers appropriate phasing and apportioning of shared infrastructure costs. Further details in respect of phasing and developer contributions will be provided in the Regulation 19 Plan.
4. Once adopted proposals will be required to align with the Pumpfields and Limekilns SPD.
5. All proposals must:
 - a. Contribute to the delivery of a high quality, sustainable, distinct, vibrant and stable residential led mixed use neighbourhood;
 - b. Collectively contribute to the delivery of infrastructure across the area to ensure delivery of quality of place including new public spaces and social infrastructure;
 - c. Deliver residential development that delivers an appropriate mix, type and tenure of new homes in accordance with Policy H1 and Policy CC21;
 - d. Address the interface between different uses through the provision of landscaping, and other design solutions to ensure uses can co-exist without causing adverse impacts;
 - e. Maximise linkages and connectivity across the Pumpfields and Limekilns area and surrounds, including with the city centre, Liverpool North, the Waterfront, adjacent communities, education campuses and public transport hubs. This includes making provision for active and sustainable movement. Walking and cycling permeability must be prioritised.
 - f. Consider the creative re-use of derelict heritage assets to nurture a distinct sense of place and reference to the area's unique past;
 - g. Be of high-quality exemplar design to ensure delivery of quality of place;
 - h. Contribute to enhancing public realm and environmental quality through the provision of green infrastructure measures;
 - i. Where appropriate and especially on main routes through the Pumpfields and Limekilns area, provide active frontages; and
 - j. Include measures to address the impact of climate change and increased sustainability.

Explanation

- 5.33 The Pumpfields and Limekilns area is located on the northern edge of the City Centre and marks the transition from the city centre to Liverpool North and offers significant potential to bring forward new homes, improved infrastructure and community facilities.
- 5.34 The Pumpfields area has traditionally been a business and industrial area. The area now includes a mix of uses including residential, car showroom, city of Liverpool college campus and student accommodation. The area also includes large areas of surface car parking and vacant/ underused land.
- 5.35 The area has significant potential for investment and regeneration, maximising its strategic location and opportunity to connect Liverpool North and the City

Centre. The objective of this Policy is to set a clear vision for the area and ensure its comprehensive development as a vibrant residential led mixed-use area with good connectivity to the city centre and surrounding neighbourhoods with a high-quality environment to live, work, study and visit. Proposers of development must work together to ensure a joined up approach and shared delivery of key supporting infrastructure. Piecemeal development will not be supported. A Supplementary Planning Document that will set clear parameters and guidance is being prepared and development proposal must align with this.

Policy CC13: Ten Streets

1. Within the Ten Streets area as defined in the City Centre Character Area Map the City Council will support uses which maximise the economic potential of the area with a focus on creative businesses including artists, makers, digital and technology sectors and light employment uses together with uses which support the function of Bramley Moore Dock football stadium and ancillary uses focused on key frontages and streets. Specifically:
 - a. Ten Streets
Designated as a business and industrial area Ten Streets should be a focus for a mix of employment generating uses, new public spaces, open space, public realm and green infrastructure.
Ancillary uses, including small-scale shops and services and offices, will be supported where it is clearly demonstrated that they will meet day-to-day need and will not adversely impact the operations of employment uses within the area.
Ancillary uses should be focussed on the Waterloo Road and Regent Road frontage where ground floors should be activated.
Alternatives Uses including residential and hotel development should demonstrate compliance with Policy EC1.

- b. Stanley Dock Complex
A mix of uses will be supported which reflect its emerging status as a high-quality leisure and residential area, with development contributing to the improvement of east to west linkages throughout the Stanley Dock Complex and activation of the Canal network.
Complementary ancillary uses, such as retail and restaurant uses will be appropriate in the area if they are of a type and scale that would not have an adverse impact on the vitality and viability of the City Centre or any other designated centre. Energy generating uses will also be supported in this location.
- c. City Fringe
A mix of uses which complement existing uses in the area; including employment and commercial uses, residential, ancillary uses including small scale retail, and food and drink uses, and new public realm and public spaces will be supported.
- d. Northern Gateway
A mix of uses will be supported including employment/ commercial uses, leisure and potential tourism related uses, ancillary retail, and significant new public realm and public spaces.

- e. North Eastern Corridor
Support will be given to employment uses that support Atlantic Village and Park Zone as a focus for creative industries, light industrial and start-up office space, ancillary food and drink, café and retail uses of a type and scale that do not have a detrimental impact on the City Centre or other designated centre;
 - f. South Eastern Corridor
Employment uses will be supported along with small-scale ancillary uses where it is clearly demonstrated that they will provide a service to meet day to day needs of employees and employers.
2. All development proposals within the Ten Streets area should:
- a. Take a comprehensive approach to site design and layout, including adjacent sites, where these are suitable for re-development;
 - b. Complement and reinforce the growth of creative businesses in other areas of the City Centre including the Baltic Triangle;
 - c. Demonstrate no adverse impact on the operation of existing businesses in the area;
 - d. Ensure building scale, form, massing, and design responds to the existing character of the place, whilst taking account of environmental factors such as natural light and micro-climate, building use, proposed public spaces, gateways and local landmarks;
 - e. Include high levels of sound insulation within residential proposals;
 - f. Ensure that it does not compromise any of the key views of landmark buildings and strategic and local vistas;
 - g. Retain and convert historic warehouse and dockland structures and preserve important heritage assets;
 - h. Include innovative contemporary approaches to building and streetscape designs to create a distinct sense of place;
 - i. Maintain, reinstate and/or reinforce existing grain and development patterns;
 - j. Contribute to improving the public realm, green infrastructure, environmental quality and streetscapes of the area through high-quality public design and lighting, waymarkers;
 - k. Include active ground floor uses and frontages to avoid 'dead frontages' and provide natural surveillance including to the Canal network and on key road frontages;
 - l. Support connectivity and the improvement of linkages throughout the Ten Streets Area for walking and wheeling, particularly linkages from east to west through to Bramley Moore Dock Football Stadium, North Docks and the wider waterfront area and also connections to Sandhills Railway Station.
3. Proposals which involve adaptive re-use of a heritage asset, particularly on key road frontages, will be supported and encouraged subject to the requirements of this policy and other relevant plan policies. A wider mix of uses will be considered appropriate where it is clearly demonstrated that the proposal will enable the re-use a listed building and deliver positive economic, social and environmental outcomes in support of the wider vision for Ten Streets. Such proposals should not result in the loss of operational businesses unless supported by a clear and robust relocation strategy.

Explanation

- 5.36 The Ten Streets Area is situated in a pivotal strategic location, extending from the northern fringe of the City Centre to the Port of Liverpool on the northern docks and has the potential to play a key role in the economic growth of the City and Wider region.
- 5.37 The area has a distinct character with traditional businesses being joined in more recent times by new

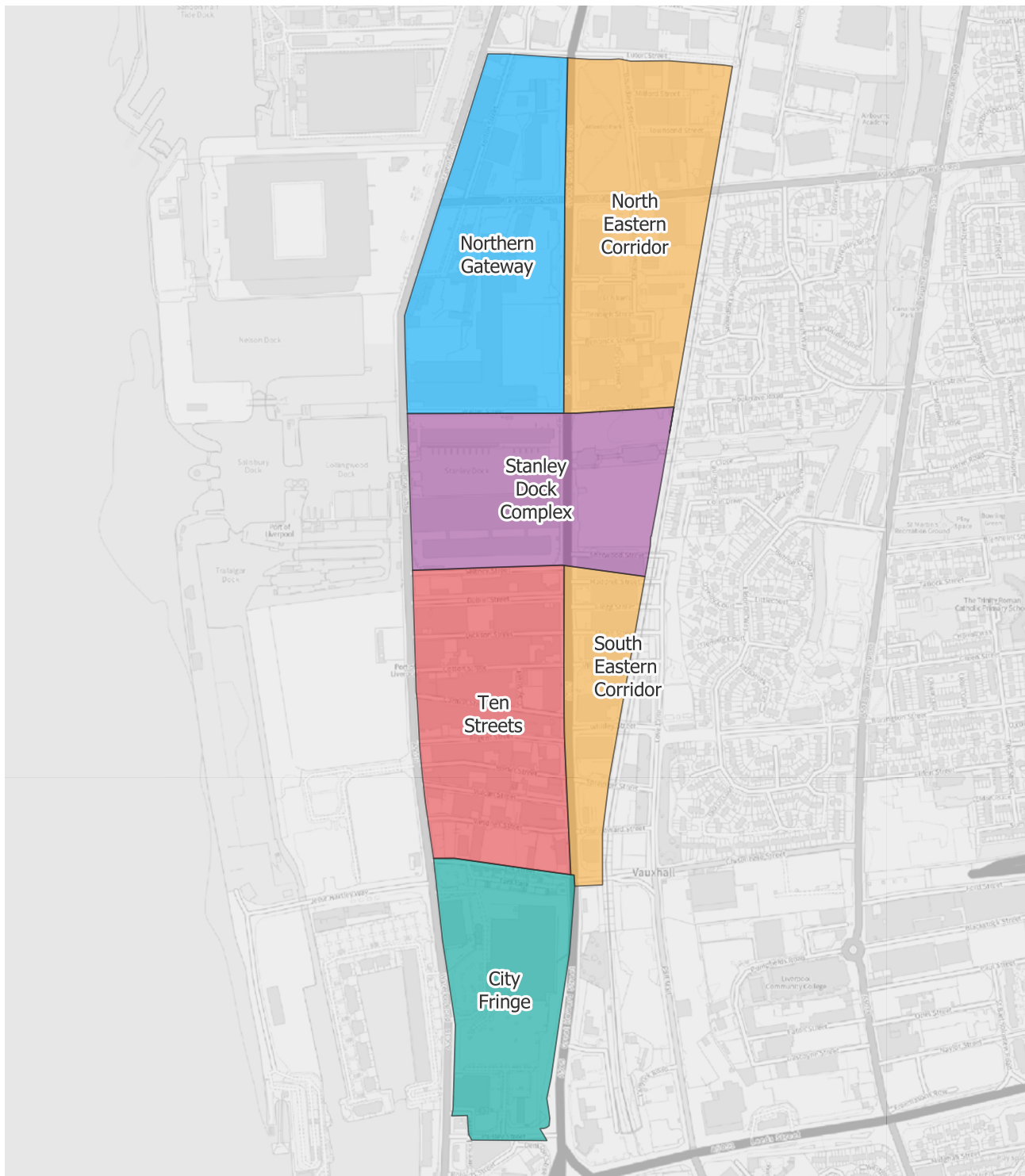
creative industries and leisure uses giving the area a certain energy and vibrancy. The completion of Bramley Moore Dock Football Stadium will act as a catalyst for future growth and regeneration of the area and wider Liverpool North and coupled with Liverpool Waters provides significant opportunities for tourism, culture, commercial and leisure to sit alongside these more creative industries in this unique part of the city.

5.38 The objective of this policy is to facilitate the delivery of a vibrant and creative employment area within the 'core' ten streets with a supporting mix of uses across the wider area to ensure the delivery of a high quality, sustainable neighbourhood that has a clear identity and is a place for business that fosters creativity and innovation as well as living and visiting. The adopted

Ten Streets Strategic Regeneration Framework provides more detailed guidance.

5.39 Development which respects the City's heritage is of key importance, whilst ensuring it is connected to new opportunities that will help to drive the regeneration of Liverpool. North

Figure 15: Ten Streets Character Areas



Policy CC14: North Docks including King Edward Triangle

1. The City Council will support applications that contribute towards the comprehensive delivery of a high-quality, vibrant, sustainable, residential led mixed-use waterfront neighbourhood district within the site known as North Docks including King Edward Triangle as defined on the City Centre Character Area Map. All applications for development within the North Docks including King Edward Triangle site should:
 - a. Promote the ambition to create a world-class waterfront destination through innovative architecture and the highest quality placemaking and design;
 - b. Integrate with adjoining areas to stimulate economic and social regeneration within neighbouring parts of the City Centre and North Liverpool, ensuring that regeneration supports Liverpool's business communities and provides opportunities for all residents including east west links that promote active travel;
 - c. Deliver buildings and spaces that are robust, inclusive to all and achieve the highest quality standards, making a positive contribution to the character of this distinctive waterfront location;
 - d. Ensure the building scale, form, massing, and design respond to environmental factors, including natural light and microclimate, to ensure high quality living conditions;
 - e. Contain active ground and lower floor frontages, pedestrian pathways, and utilize open spaces to create a lively, walkable, and attractive area;
 - f. Be subject to independent design review and be accompanied by a statement setting out how the proposed scheme has responded to the review;
 - g. Respect the site's maritime heritage, ensuring that the cultural and architectural integrity of the dock estate and its surroundings is protected and a distinct sense of place is retained;
 - h. Enhance the city's historic waterfront identity while introducing modern, high-quality architecture that is sensitive to the existing skyline;
 - i. Ensure that key views are not compromised and opportunities to create new vistas are fully exploited in accordance with Policy the Tall Buildings SPD;
 - j. Provide inclusive sustainable transport options that facilitate active travel including pedestrian and cycle linkages that serve the needs generated by the development through pedestrian-friendly streets, cycling routes, and well-connected public transport links. Ensure the development is accessible to all by enhancing existing transport routes and introducing new connections;
 - k. Contribute to and provide space for a continuous north-south waterfront active travel route as proposed in the emerging Waterfront Plan Vision and East/ West links into adjoining communities;
 - l. Meet high standards of energy efficiency and sustainability, incorporating renewable energy sources, green building materials, and sustainable construction practices;
 - m. Include measures that retain and enhance biodiversity throughout the site, incorporating ecological green spaces and ensuring new developments create opportunities for biodiversity; and
 - n. Ensure developments are resilient to climate change impacts, including flood defences, green roofs, and sustainable water management systems.
2. Proposals for new residential development should:
 - a. Ensure any residential development contains a mix of accommodation types sizes and tenures to deliver a diverse, inclusive, stable multi-generational residential community in accordance with Policy H1 and the findings of the SHMNA including any future update
 - b. Provide 20% affordable housing split between social rented, affordable rent and intermediate in accordance with policy H2. It should be tenure blind and provided across the site to ensure delivery of a genuinely mixed community

- c. Demonstrate that the development does not have an adverse impact on the amenity of existing and future residents, and;
 - d. Demonstrate that the development does not have an impact on the ability of businesses to operate.
3. Deliverability and phasing of the various development plots is key to the overall success of the area. All applications with the North Docks including King Edward Triangle boundary should:
- a. Conform to an agreed phasing programme that ensures development is supported by essential services and facilities required to serve development as it is implemented;
 - b. Identify provisions made, in collaboration with local service providers, to deliver the necessary social, physical and environmental infrastructure to support the development and how these facilities will be integrated into the North Docks including King Edward Triangle area. This must include details of health, sport, education, and recreation facilities required to meet the needs of existing and future occupants to ensure enduring community well-being; and
 - c. Demonstrate a comprehensive and integrated approach to site design and layout, including with other schemes across the wider site, to ensure that each phase contributes to the delivery of a sustainable, vibrant, mixed, cohesive and interconnected waterfront neighbourhood. A piecemeal approach to plot development will not be supported.

Explanation

- 5.40 North Docks, including King Edward Triangle represents a strategically significant regeneration opportunity for the city, encompassing approximately 60 hectares of vacant land and water space. The area forms a vital link between Liverpool's historic northern docks and the city's business district, offering an real opportunity for transformative change.
- 5.41 The site has been earmarked for development for over 15 years and benefits from outline planning permission granted in 2013, known as Liverpool Waters.. The overarching ambition for the Liverpool Waters project is to deliver a high-quality, mixed-use development that revitalises the northern docks over a 30 to 40-year period.
- 5.42 While several individual schemes have been approved and delivered within the area, these have largely come forward as standalone applications. Notably, major developments such as the Everton Football Club stadium and the Isle of Man Ferry Terminal were not part of the original masterplan for the area. These projects have significantly altered the development context and present new opportunities that must be integrated into a revised and cohesive planning framework.
- 5.43 To ensure the full potential for economic growth and social regeneration is realised, it is essential that future development is carefully coordinated through a comprehensive approach. This includes establishing robust delivery mechanisms that secure the timely provision of critical infrastructure and community facilities in line with development phases.
- 5.44 The site's scale and complexity present a range of challenges. This policy sets out the key requirements for development proposals across the whole site and importantly requires a comprehensive approach to site design and layout that ensures the delivery of a sustainable, vibrant, cohesive and mixed neighbourhood that provides all the necessary supporting infrastructure to achieve this. A piecemeal approach to plot development will not be supported.
- 5.45 It is also important for proposals at this site to align with the City Council's ambitions for the Waterfront as set out in the Waterfront Vision; and the guidance in the Waterfront Plan SPD. The Vision is based on the following 3 key principles that set the agenda and values for future Waterfront transformation and for each theme key projects are identified. Development at this site should respond to bold vision and associated projects:
- Connected – The Waterfront should be freely accessible to all. The Vision is concerned with reconnecting neighbourhoods to the waterfront – 'Stitching' it back into Liverpool.
 - Free and Green – The Vision imagines a free and open waterfront with green public spaces. It also

recognises the role of enhanced green infrastructure for climate mitigation – creating more permeable surfaces.

- Growth – Development and Growth should benefit the City and its residents. It should support a connected, public waterfront and create places for people to live, work and play. The Vision sets out that new development should complement Liverpool's heritage qualities and be of exceptional quality.

Policy CC15: The Baltic Triangle

1. The Baltic Triangle, as defined on the City Centre Character Area Map, will provide a vibrant mix of uses which provides space for both residential and business communities to grow. A mix of uses will be supported, with the primary focus on creative and digital businesses.
 2. Proposals for the following other uses will be permitted where they add vibrancy and activity which reflect the Baltic's identity and character:
 - a. Entertainment uses, night-time activities, leisure and food and drink uses;
 - b. Hotel and offices;
 - c. High quality residential, specifically where the proposal would contribute to diversifying the housing offer;
 - d. Ancillary uses, including small-scale shops and services to support resident and workers day to day needs.
 3. Commercial uses, particularly creative and digital businesses, should be focused within the Creative and Digital heart as defined in the Baltic Triangle SPD (adopted December 2022) and shown in Figure 12, and should be the predominant land-use in this area. Within this area:
 - Development proposals should provide commercial space suitable for creative and digital businesses and of different sizes ensuring there is space for business to grow and remain in the area.
 - Proposals for other uses should clearly demonstrate the contribution it will make to the character and function of the creative and digital core, and that it will not have a detrimental impact on the operation of existing businesses
- Residential development should only be located from the first floor and upwards.
 - A mix of complementary uses, such as small-scale retail and cafés, which support the daily life of people living in, working in and visiting the Baltic Triangle will be supported
3. All development proposals within the Baltic Triangle should:
 - a. Not undermine the growth of creative and digital business uses, specifically creative and digital businesses within the area;
 - b. Demonstrate no adverse impact on the operation of existing creative and digital businesses in the area;
 - c. Comply with the Agent of Change principles;
 - d. Where residential development is proposed provide active ground floor uses with a focus on providing affordable accommodation for creative and cultural businesses;
 - e. Activate frontages onto Wapping and Chaloner Streets to facilitate access to dock water spaces;
 - f. Contribute to improving the public realm and environmental quality of the area;
 - g. Contribute to the delivery of Green Corridors through the area;
 - h. Contribute to enhancing inclusive access and connectivity across the Baltic area and to adjoining areas with an emphasis on active travel including pedestrian and cycle links;
 - i. Respect the existing character of the area,

- including its historic character and street patterns;
 - j. Contribute to re-establishing the historic urban grid;
 - k. Ensure the protection of heritage assets, including ensuring it does not compromise any key views of landmark buildings and strategic and local vistas;
 - l. Ensure that the scale and mass of the proposal takes account of street widths, buildings heights and lines; proposed block structure and movement strategy, existing buildings of character, environmental factors such as natural light and micro-climate, building use, proposed public spaces, gateways and local landmarks; and views from/into/ across the area;
 - m. Ensure no adverse impact on residential amenity, specifically in terms of noise and disturbance;
 - n. Include high levels of sound insulation within residential proposals; and
 - o. Where considered appropriate, include active ground floor uses and frontages, and in the case of residential-led development, retain active ground floor space for E(g) uses.
- 4. The closing time of night-time economy uses will be subject to the following:
 - a. Within areas that are predominately residential night-time economy uses must close at midnight.
 - b. For uses around the junction of Jamaica Street and Greenland Street and the area around Stanhope Street (east of Grafton Street) opening hours beyond midnight are appropriate subject to licensing agreements, amenity and the principles of Agent of Change.
 - c. Impact on Residential amenity.
 - d. Impact on the operation of existing businesses and character and function of the surrounding area.
 - e. In all cases outdoor space used in connection with night-time economy uses may be subject to earlier closing time to protect residential amenity.
 - 5. Residential development must provide a mix of housing types and tenures, that meets the city's needs in accordance with Policy H1.
 - 6. Proposals should comply with the guidance set out in the Baltic Triangle SPD (adopted December 2022).

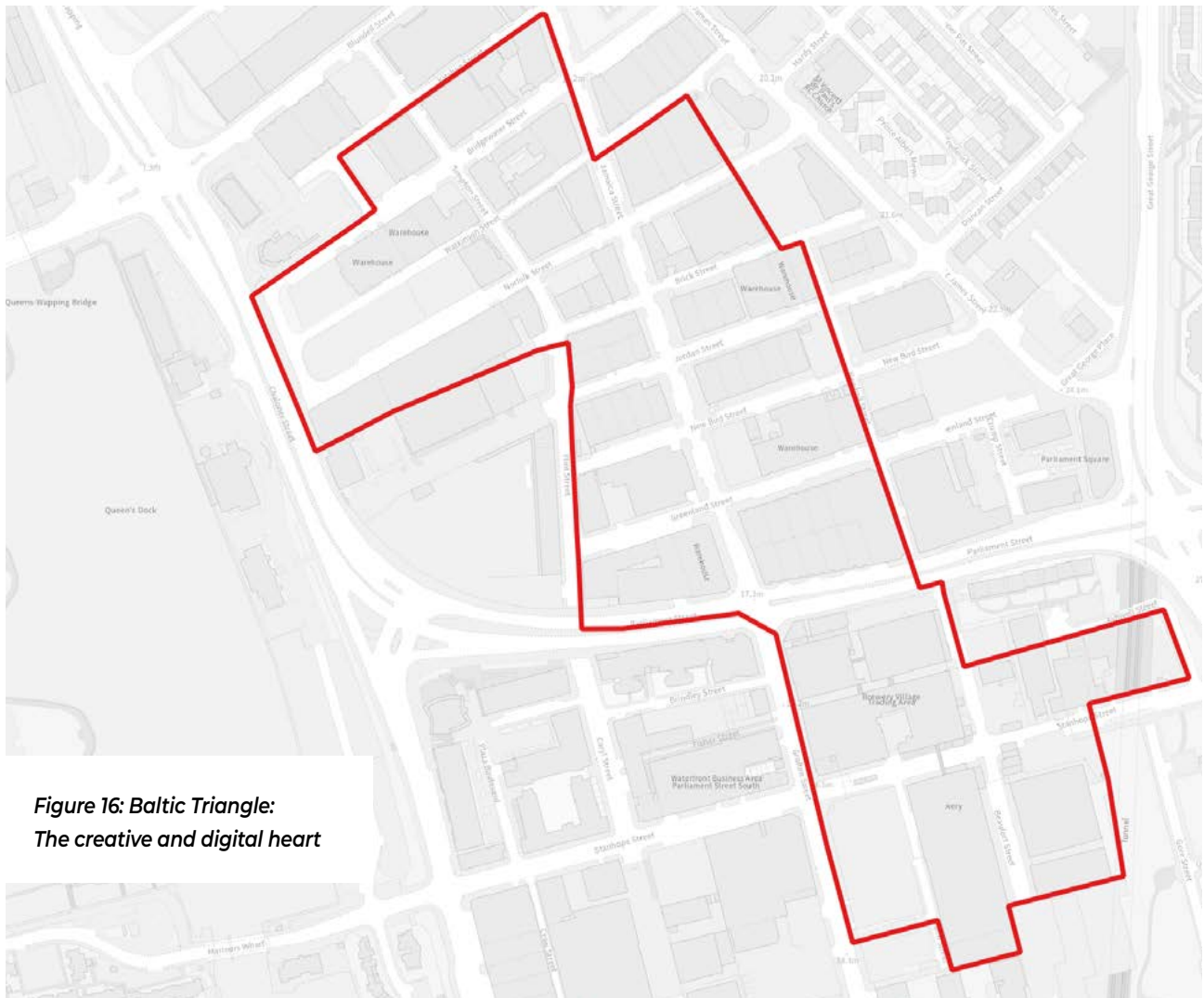


Figure 16: Baltic Triangle:
The creative and digital heart

Explanation

- 5.46 The Baltic Triangle has undergone significant regeneration and is now a focus for creative and digital businesses as above. Significant new residential development has also taken place, particularly in the area around Hurst Street. The area is designated as mixed-use and this Policy identifies appropriate uses, with the main focus being on retaining and supporting creative and digital industries. The policy seeks to ensure that the area will continue to be a vibrant mixed-use area which supports existing and new creative and digital businesses.
- 5.47 In supporting a mix of uses, including night-time economy uses, it is important to ensure that there is no adverse impact on residential amenity, primarily with regard to noise and disturbance and that existing businesses are not adversely affected by new development proposals. This policy therefore sets criteria for managing the opening hours of nighttime economy uses.

Policy CC16:

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

1. The City Council will support proposals which facilitate greater access and recreational / leisure use of dock water spaces and their quaysides, and which contribute towards the creation of an inclusive and usable movement route along Liverpool's Waterfront, in line with the Waterfront Vision, specifically:
 - b. floating structures for canal boat mooring, boat hire, water taxis and water buses;
 - c. installation of stepped dockside structures to gain access at water level;
 - d. feature lighting installations that assist in animating dock water spaces and adjacent quaysides;
 - e. proposals which enhance the interpretation of the cultural heritage and archaeology of the historic dockland environment;
 - f. high quality floating pontoons for dining, entertainment, performance and other leisure uses (formal and informal) providing there is no adverse impact on residential amenity;
 - g. water sports activities;
 - h. expansion of Queens Dock water-sports centre;
 - i. expansion/redevelopment of Brunswick Dock Marina with enhanced leisure and visitor facilities;
 - j. proposals which will assist in the delivery of a continuous waterside route and dock route in accordance with the Waterfront Plan Vision;
- k. free, inclusive, good quality, well designed and safe spaces for children and young people for play and/or informal recreation including space to safely meet and socialise.
2. Proposals should facilitate and not prejudice the delivery of the following projects as set out in the Waterfront Plan Vision:
 - a. Merseyside Front Walkway
 - b. The Dock Route
 - c. Baltic Beach
 - d. Merseyfront at the Marina
 - e. East West Links including Stanley Locks and Kingsway Park
3. Proposals should:
 - a. Comply with the criteria in Policies GI4 and GI5 and should ensure the protection of European and Nationally designated habitat sites and functionally linked and supporting habitat for SPA birds. Developers should also account for appropriate biosecurity measures with regards to Invasive Non-Native Species.
 - b. Ensure the preservation and enhancement of heritage assets, including historic dock walls and comply with Policy HE9.

Explanation

- 5.48 The Waterfront has a significant expanse of dock water spaces which are a significant, yet underutilised asset, and therefore this policy supports proposals which would encourage greater use of the space for informal and formal recreation. It is particularly important for proposals to provide inclusive, free space and access for residents of the City including for children and young people. Currently, use of the docks is restricted to residential and private craft in most cases, with some exceptions for recreation.
- 5.49 Opportunities for the activation of waterspaces and facilitating greater access and recreational uses of the dock water spaces and their quaysides is a key theme within the emerging Waterfront Plan Vision. The Vision suggests that use of the water be significantly

expanded to allow (and encourage) events, food and beverage, and heritage and tourism uses, with additional opportunities to allow more public access to the water, including swimming, working in with the Canals and Rivers Trust. The Vision also proposes a number of projects to facilitate greater access to the waterfront and its dock spaces. and this policy requires development proposals not to prejudice and to enable the delivery of these projects.

- 5.50 Proposals on the Waterfront should particularly ensure that its historic character and distinctiveness is protected and enhanced, as well as ensuring the protection of European and Nationally designated habitat sites including functionally linked land and habitat, and/ or ensure appropriate mitigation, in line with other plan policies including STP8.

Policy CC17: Waterfront Design Requirements

1. All Development on the Waterfront should be of a high-quality design that respects its sensitive historic surroundings in accordance with design and heritage policies in this Local Plan. Specifically, development proposals should;
 - a. Protect the character, and setting of heritage assets by ensuring the siting, scale, form, architectural approach, design quality and materials are appropriate and respect the proposal's location;
 - b. Respect the form and mass of the dock estate and its industrial heritage and make provision for the repair, conservation, integration and interpretation of heritage assets;
 - c. Reinforce the historic grain of buildings, water spaces and other spaces;
 - d. demonstrate a positive impact on city image, create a sense of place and identity and not detract from any identified key views;
 - e. Ensure the protection and enhancement of European and Nationally designated habitat sites and functionally linked land;
 - f. Not undermine the local amenity and operations of businesses;
 - g. Not adversely impact on the amenity of residents living in the waterfront area;
 - h. Ensure high-quality, sustainable inclusive design;
 - i. Activate ground floor frontages onto the River, Dock Water Spaces and public spaces. Blank frontages will not be supported;
 - j. Be designed to responds climate change including mitigating flood risk
 - k. Contribute towards enhancing active travel and connectivity to make the Waterfront more accessible to the public;
 - l. Ensure inclusive and usable public realm with appropriate street furniture, public art and feature lighting which enhances the waterfront;
 - m. Incorporate new green infrastructure and maximise biodiversity including tree planting, and creative solutions such as green walls and roofs that will deliver equivalent benefits, and contribute to the delivery of the Waterfront Plan Vision;
 - n. Facilitate greater access to, interaction with and recreational use of dock water spaces and their quaysides;
 - o. Ensure a safe, vibrant, inclusive, accessible and welcoming environment
 - p. Contribute to and facilitate the provision of the Merseyfront walkway and Dock Route as identified in the Liverpool Waterfront Vision;
 - q. Be designed to provide east –west connectivity to enable adjoining communities safe and inclusive access to the river front and dock water spaces;
 - r. Align with the guidance set out in the Waterfront Plan Supplementary Planning Document; and
 - s. Facilitate the delivery the projects set out in the Waterfront Vision, ensuring that the proposals are not prejudiced by the development proposed.

Explanation

- 5.51 Liverpool's unique waterfront location, rich in maritime and architectural heritage, makes it one of the most instantly recognisable waterfronts in the world. It is of significant historic and cultural importance, and a major tourist destination due to attractions such as the Albert Dock, Museum of Liverpool and the Three Graces. It is also a successful residential neighbourhood and makes an important contribution to the City's commercial offer.
- 5.52 There are significant opportunities to improve the quality of the environment, to create a unified place and to reconnect the waterfront to its neighbourhoods. The emerging Waterfront Plan sets a bold and ambitious Vision to deliver these key objectives.
- 5.53 The purpose of this Policy is to ensure that development proposals on the Waterfront facilitate the delivery the Waterfront Vision and are of a high quality, inclusive and sustainable design befitting of a world class waterfront. Proposals should respect the historic and cultural value of the area, as well as its important functions. Proposals must also ensure protection of European and nationally important habitat sites including functionally linked land and habitat and/ or ensure appropriate mitigation.
- 5.54 All development proposals should align with the detailed guidance in the Waterfront Plan Supplementary Planning Document and enable the delivery of the projects set out in the Waterfront Vision.

Policy CC18: The Night-time Economy

1. Planning permission for night-time economy uses within the City Centre will be granted if it is clearly demonstrated that:
 - a. there would be no adverse impact on the residential amenity of nearby residents in terms of noise, customer activity, vibrations, odours, traffic disturbance and litter;
 - b. there would be no adverse impact on the operation of nearby businesses;
 - c. there would be no adverse impact on the overall character and function of the area;
 - d. the following noise targets are met:
 - i. Noise from amplified music and other entertainment sources should not exceed a Noise Rating of NR30 [0700 to 2300 hours] or NR25 [2300 to 0700 hours] within any nearby residential unit;
 - ii. The rating noise from fixed plant should not exceed the existing background noise levels outside any habitable room window; and
 - e. All noise control/ sound insulation measures have been designed and implemented to ensure that the noise level requirements are met.
2. The hours of operation of late-night uses will be managed through the use of planning conditions to ensure that residential amenity and character is appropriately protected. In general, outside of the established late night areas around Concert Square and Mathew Street night-time uses will be required to close at midnight. Applications for opening hours later than midnight outside of the established areas will be considered on a case-by-case basis subject to the following:
 - a. Impact on Residential amenity.
 - b. Impact on the operation of existing businesses and character and function of the surrounding area.
 - c. In all cases outdoor space used in connection with night-time economy uses may be subject to earlier closing time to protect residential amenity.
3. Appropriate proposals which provide outside hospitality space and contribute to the animation of public space will be encouraged. These outdoor spaces may be subject to earlier closing times in order to protect residential amenity.
4. Noise sensitive uses which are likely to adversely impact on the continued operation of existing night-time economy uses will not be permitted unless appropriate mitigation measures can be provided that will ensure it will not harm the continued operation of existing uses.

Explanation

5.55 The City Centre offers an extensive night time economy, with late night uses predominantly located around Concert Square and Mathew Street. Often night time economy uses are noisy and difficulties can arise with late opening hours in certain areas due to proximity residential properties. A balance is required between the promotion of Liverpool's night-time economy and the aim to provide sustainable communities. This policy sets out areas where later opening hours are usually permitted and the criteria that will be used in determining applications for night-time economy uses, including specific noise rating standards and noise insulation measures with the aim of ensuring residential amenity is protected.

Policy CC19: Hot Food Takeaways in the City Centre

1. Hot food takeaways will not be permitted within the Primary Shopping Area.
2. Outside of the Primary Shopping Area proposals for food and drink uses and hot food takeaways should demonstrate that there will be no adverse impact on residential amenity, character of the local area and health and well-being.
3. When determining the appropriate hours of opening for hot food takeaways within the City Centre, including applications to extend the opening hours of existing hot food takeaways, regard will be had to:
 - i. The likely impacts on residential amenity;
 - ii. The existence of an established late-night economy in the area; and
 - iii. The character and function of the immediate area.
4. Proposals for hot food takeaways within the City Centre should also comply with the criteria in Part 3 and Part 4 of Policy TC5.

Explanation

5.56 In recent years there has been a growth of hot food takeaways within the City Centre which can assist in filling vacant units but, it is important to ensure that a proliferation of such uses does not undermine the function of the Primary Shopping Area, the character of the City Centre or impact on the amenity of local residents.

5.57 It is also important to manage hot food takeaways as they also raise significant public health concerns. These establishments often sell energy-dense, nutrient-poor foods that contribute to unhealthy diets, obesity, and related chronic conditions such as diabetes and cardiovascular disease. The 2024 National Planning Policy Framework (NPPF) reinforces the importance of planning policies that promote healthy communities, stating that planning should “support opportunities to improve health and well-being, including through the provision of safe and accessible green infrastructure, local services, and healthier food environments”.

5.58 Liverpool City Council has committed to a Health in All Policies approach, embedding health equity and prevention into all areas of policy and decision-making. The State of Health in the City: Liverpool 2040 report highlights the urgent need to address the root causes of ill health and reduce inequalities. The Council has pledged to ensure that planning decisions contribute to a healthier urban environment, aligning with its broader goals for inclusive economic and social development. This policy therefore restricts hot food takeaways in the Primary Shopping Area and sets clear criteria for proposals elsewhere in the City Centre. It aims to balance economic vitality with the need to protect public health, residential amenity, and the character of the city.

Policy CC20: Convenience Retail Provision and Community Facilities in the City Centre

1. Within the City Centre, but outside the Primary Shopping Area, planning permission will be granted for small-scale convenience shops and services which meet the day-to-day needs of city centre residents, workers and visitors where:
 - a. They form part of mixed-use schemes and it is clearly demonstrated that it will only serve the day-to-day needs of the immediate locality or in the case of standalone schemes it is clearly demonstrated that there are no sequentially preferable sites;
 - b. It is clearly demonstrated that there will be no significant adverse impact on the City Centre Primary Shopping Area, District and Local Centres, where proposals are for retail over 350sqm;
 - c. There would be no significant impact on residential amenity;
 - d. The proposal accords with Policy CC1 'The City Centre Business District'; and
 - e. There is no significant impact on the highway network.
2. Proposals for new community facilities within the City Centre and the loss of existing community facilities should meet the criteria detailed in Policy TC3 of the Vibrant, Sustainable, Healthy and Thriving Communities Chapter.

Explanation

5.59 The City Centre has seen an increasing residential population, including a large student population in recent years. All residents need to be provided with access to day-to-day shopping facilities to help support sustainable communities and reduce the need to travel. In recognition of this, this policy supports small-scale convenience shops and services outside of the Primary Shopping Area which serve day-to-day needs of residents, visitors, or workers subject to criteria. Small-scale refers to proposals which serve the immediate locality, and it is considered that this comprises units of 150sqm or less (corresponding to the average unit size within the District and Local Centres which provide day-to-day shops and services for adjacent local communities). Proposals that are 150sqm or below and form part of a mixed-use scheme will not be required to undertake a full sequential assessment but should provide justification for the use being required to meet day-to-day needs of residents and/ or workers in the immediate locality. If however a proposal comes forward for a standalone scheme outside the City Centre Primary Shopping Area then the applicant will be required to demonstrate compliance with the sequential approach and if it is over 350sqm then the applicant will also be required to undertake an impact assessment.

Policy CC21: City Centre Housing Provision and Mix

1. Proposals on sites within the city centre and city centre fringe must:
 - a. Clearly demonstrate that the proposal will contribute to improving and diversifying the City Centre and City Centre fringes housing offer;
 - b. Provide no more than 40% of the dwellings as 1 bed properties of which no more than 50% should be 1 bed 1 person.
 - c. Ensure at least 20% of the properties are 3 bed properties rising to 30% in city centre fringe sites; and
 - d. Provide affordable housing in accordance with Policy H2.
2. In assessing proposals in the City Centre and its fringes account will also be taken of the provision of new and capacity of existing social infrastructure specifically in respect of meeting the needs of families.
3. All residential proposals in the City Centre and its fringes must:
 - a. Comply with standards detailed in Policies H12 and H14;
 - b. Not compromise the City Centre's economic and commercial roles;
 - c. Reflect and enhance the character and function of the surrounding area in terms of its scale, density and design;
 - d. Form an integral part of the City Centre, and not planned and designed as distinctly separate or self-contained zones;
 - e. Provide adequate safeguards for the amenity and health of future residents, including with respect to daylight and sunlight, aspect, views and sound insulation;
 - f. Meet the highest standard of acoustic sound insulation and incorporate noise control measures which are designed and implemented to ensure that noise level requirements are met;
 - g. Make provision for access, private outdoor amenity space, parking, cycle parking, safe cycle storage facilities, servicing and deliveries in accordance with other Plan policies, and in relation to multi-occupied development management;
 - h. Make sufficient provision for waste management and promote good design to secure the integration of waste management facilities with the rest of the development including waste storage facilities. All proposals will be expected to have regard to the City Council's latest Recycling and Waste Management guidance.

Explanation

5.60 City Centre housing delivery over the last decade has been focused on smaller properties – with 65% of homes built being studios/1beds and over 90% with 2-beds or less. The current pipeline position reinforces (rather than broadens) this offer: with 60% studios/1-beds, and 95% with 2-beds or less. Housing delivery in the City Centre is not delivering larger homes either for younger households to share.

5.61 There is a need to consider and provide for households 'next move.' The SHMNA survey results for the City Centre identified that 40% of households state they would like to move; with a similar level in the Inner Core. This is notably higher than other parts of the City, with the City-wide average being 33%. the main reasons households want to move include: to trade up to a larger home; move to cheaper accommodation; and move into home ownership.

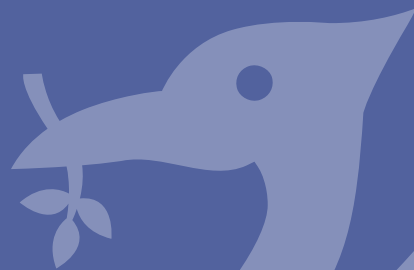
5.62 Areas around the fringes of the City Centre provide a particular opportunity to support this and provide opportunities for those who might want to buy a home or start a family but want to remain in an urban setting. Such locations can also provide modern, energy efficient households for older households who want access to employment and amenities

For market housing, the SHMNA evidence shows a need for market housing where over 40% is for larger properties with 3+ bedrooms. But the mix currently proposed across the areas (city centre and fringe) is strongly focused towards 1- and 2-bed only which account for over 90% of homes proposed. This is evidently imbalanced and conflicts with the demand evidence. It is clear that sites within the city centre and city centre fringe are currently proposing an overall mix that will worsen the housing offer to families.

5.63 This policy therefore seeks to diversify the City Centre and City Centre Fringe housing stock .



CHAPTER
06



A Strong Economy for All

06 A Strong Economy for All

Introduction

6.1 This chapter sets out policies to support a diverse, inclusive and growth-oriented economy across Liverpool. It provides direction for where and how employment development should take place, protecting land for employment uses, and ensuring sites are used efficiently to maximise jobs and investment. While overall land supply exceeds projected demand, there are imbalances in location, quality and type, particularly a shortfall in Grade A office and R&D space, which these policies seek to address.

6.2 The approach promotes flexible site allocations,

supports modern workspaces, and encourages mixed-use development where employment can be integrated with housing and supporting infrastructure. It also recognises the role of key economic assets such as the airport and ports, and sets out how growth in sectors including tourism, culture, education, and logistics can be accommodated sustainably.

6.3 Together, these policies will help deliver Liverpool's vision for a resilient and productive economy, creating high-quality employment opportunities, attracting investment, and ensuring development contributes to inclusive urban growth across the City and wider City Region.

Policy EC1: Employment Areas

1. New employment development outside of the City Centre will be directed to Primarily Industrial and Business Areas and allocated employment sites which will be identified on the Policies Map and are set out in Table 5.
2. Land within the Primarily Industrial and Business Areas and allocated employment sites shall be protected for employment purposes to ensure the City can meet its requirement for employment uses and to support the City's economic growth. Planning permission for employment generating sui-generis uses associated with industrial/business areas will be supported.
3. Proposals for non-employment, where permitted development rights do not apply, will only be permitted where it is demonstrated that:
 - a. The proposed use is complementary to the primary industrial/business function of the area and provides small-scale ancillary services to support local employees, subject to compliance with other policies; or
 - b. There is no reasonable prospect of the site being used for industrial/business purposes

(Use Classes E(g), B2, and B8) and its loss will not undermine the City's ability to meet future employment needs. This will require evidence to demonstrate that the site has been appropriately marketed for Class Uses E(g), B2 and B8), across multiple platforms for at least 12 months and an assessment to demonstrate that the City's quantitative and qualitative employment needs can still be met taking account of the most up to date Employment Land and Premises Study (including future updates and monitoring reports); and

- i. The alternative use will deliver clear economic, social, and environmental regeneration benefits that outweigh any impact of employment land loss; and
- ii. It is demonstrated that there will be satisfactory relocation of any displaced businesses (if applicable);
- iii. Where applicable the alternative use is compatible with retained employment activities in the vicinity; and

iv. The proposal will not compromise the strategic need to maintain a diverse, high-quality, and flexible portfolio of employment sites across the City. Particular regard will be given to site characteristics, location, and the potential contribution to key and emerging sectors.

4. In all cases, use for parking aimed at Airport customers will not be supported where it would undermine the sustainable access to the Airport, having regard to the modal shift targets set out in the Airport Surface Access Strategy (ASAS).

5. **Definition:** For the purpose of this policy and the Local Plan as a whole employment uses are defined as those falling within Use Classes E(g), B2, and B8, and may include other employment-generating sui generis uses that demonstrate a clear functional link to industrial and business activity.

Explanation

- 6.4 The National Planning Policy Framework (NPPF) requires local planning authorities to set out a clear economic vision and strategy that supports sustainable growth. NPPF also requires significant weight to be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. To achieve this, the Local Plan strategic policies prioritise key employment areas in the city for growth (Policy STP2)
- 6.5 This policy directs new employment uses towards Primarily Industrial and Business Areas and allocated employment sites to ensure the City's employment needs are met and to support the City's economic growth and thus job creation whilst also seeking to protect these areas from loss to alternative uses. As set out in the policy for the purpose of this policy and the Local Plan as a whole employment uses are defined as those falling within Use Classes E(g), B2, and B8, and may include other employment-generating sui generis uses that demonstrate a clear functional link to industrial and business activity.

appropriate, deallocate a site which is undeveloped. (paragraph 127).

- 6.7 To inform the local plan and to ensure the appropriate allocation of land the Council commissioned an Employment Land and Premises Study (ELPS 2025) to assess the supply and demand for employment land . Findings indicate:
- Despite a headline surplus of 11,700 sq.m, office floorspace, supply is concentrated in few sites, limiting spatial and market flexibility.
 - R&D (Research & Development) has a shortfall of 46,100 sqm
 - The existing supply of industrial land meets projected quantitative demand over the plan period. However, maintaining a diverse and flexible portfolio of sites remains essential to support market resilience.
- 6.8 Whilst there is a headline surplus of office floorspace across the City, the existing supply is highly concentrated within a limited number of sites, such as Pall Mall and Liverpool Waters. This pattern may restrict spatial and market flexibility. To support inclusive and sustained economic growth, it is important that the Local Plan facilitates the allocation of a diverse portfolio of office sites across the City, varying in size, type, and location, to reflect a range of occupier needs and provide an increase in choice. The ELPS recommends that priority should be given to increasing the provision of Grade A office space within the City Centre, where current levels are insufficient to meet demand and are critical to enabling higher-value economic activity.

Supply and Demand

- 6.6 The NPPF (2024) encourages flexibility in land use planning, advising that Planning policies and decisions need to reflect changes in the demand for land and that they should be informed by regular reviews of both the land allocated for development in plans, and of land availability. It also states that as part of plan updates, land should be reallocated for a more deliverable use that can help to address identified needs (or, if

6.9 There is a substantial quantitative shortfall in the supply of land for research and development (R&D) uses, indicating a clear need for new allocations within the Local Plan. Site assessments have identified approximately 3.2 hectares of land capable of delivering up to 55,890 sq.m of R&D floorspace. To address this shortfall effectively, proposed allocations should respond to market demand by providing a varied mix of development opportunities. This includes offering a range of site sizes and locations across the City to ensure flexibility, choice, and suitability for different innovation-driven sectors.

6.10 The current supply of industrial land is broadly aligned with projected demand over the plan period, indicating no immediate requirement for additional allocations in quantitative terms. However, to ensure resilience and flexibility in response to evolving market conditions, it remains important to maintain a diverse portfolio of industrial sites. This includes providing opportunities across a range of sizes, types, and geographic locations to meet varied business needs and safeguard the City's ability to accommodate future shifts in industrial and logistics activity.

Criteria for Redevelopment of Employment Land

6.11 To justify repurposing employment land for an alternative use, this policy requires that proposals must demonstrate:

- The new use is complementary to the area's primary employment function. Small-scale non-industrial uses, like cafés or childcare facilities, may be allowed if they enhance the attractiveness and functionality of employment areas for businesses and workers.

OR

- There is no reasonable prospect of industrial/business use, supported by at least 12 months of marketing evidence and an assessment to demonstrate that the City's employment needs can still be met taking account of the most up to date Employment Land and Premises Study. In respect of the marketing requirement applicants must provide evidence that the site has been appropriately marketed for E(g), B2 and B8 uses, across multiple platforms for 12 months at realistic commercial terms, based on recent comparable transactions.

6.12 In addition to the marketing requirements, the policy also requires compliance with a number of other criteria.

Restrictions on Airport-Related Parking

6.13 The Council supports sustainable transport and the Airport Surface Access Strategy (ASAS). Off-site parking proposals not aligned with ASAS modal shift targets will not normally be approved within areas designated or on sites allocated for business and industrial areas.

Policy EC2: Efficient use of Employment Land

1. Development on employment land must be utilised efficiently to maximise job density and economic output.
2. Where appropriate, developments should align with strategic priorities for key and emerging sectors including in respect of type, size and location.
3. Development should provide adaptable workspaces that accommodate evolving business needs, with flexible layouts and shared facilities ensuring long-term viability and competitiveness.
4. Development should provide adaptable workspaces that accommodate evolving business needs, with flexible layouts and shared facilities ensuring long-term viability and competitiveness.
5. Development should integrate sustainable infrastructure, strong transport links, and modern facilities to support economic resilience and ensure easy access for businesses and employees.

Explanation

6.14 This policy ensures employment land is developed efficiently to maximise job density, economic output, and long-term sustainability. It prioritises strategic alignment with key and emerging sectors, fostering adaptable workspaces that accommodate evolving business needs through flexible layouts and shared facilities. Sustainable infrastructure, strong transport links, and modern amenities are integral to supporting economic resilience and accessibility. Continuous monitoring of employment land supply and demand ensures responsiveness to market shifts, maintaining efficient space utilisation and supporting sustained economic growth.

Policy EC3: Office Development

1. Office development will be prioritised in:
 - a. The City Centre Business District, comprising the Modern and Historic Business Districts (see Policy CC1)
 - b. Allocated office sites listed in Table 5 in Policy STP4
2. Office developments will be granted planning permission within the City Centre (outside of the City Centre Business District) and within district, local, and neighbourhood centres.
3. Outside the City Centre, district, local, and neighbourhood centres, office developments will be permitted where they support local economic growth.
4. Proposals outside a designated centre must align with the sequential assessment requirements set out in national planning policy.
5. Development of Grade A office space will be actively encouraged, particularly within the City Centre Business District and Knowledge Quarter, to attract investment in professional services, life sciences, and digital industries.
6. Office developments should aim to adapt to future working trends, incorporating flexible floor plans and co-working spaces where feasible.
7. Efforts to repurpose vacant or underused office spaces for modern workspace needs will be encouraged and supported.

Explanation

6.15 Updated evidence from the Liverpool City Employment Land and Premises Study (ELPS) 2024 highlights a persistent shortage of Grade A office space, with demand exceeding supply, particularly in the City Centre. This policy therefore focuses new office development within the City Centre Business District as outlined in Policy CC1

6.16 The City Centre Business District, including Pall Mall, remains Liverpool's primary location for office development. To address the ongoing shortage, several sites within this area have been allocated for office use, as detailed in Table 5 and site plans that accompany this Local Plan. These allocations ensure that new office development is focused to support office growth and meet growing business demand within the City

6.17 Beyond the Main Office Area, office development is supported within district, local, and neighbourhood centres, helping sustain local economic activity. Planning permission will be granted for office development in these areas, ensuring businesses can operate in well-connected locations.

6.18 Office development outside the City Centre and designated centres must comply with the sequential assessment requirements set by national planning policy. Proposals must also align with the wider Liverpool Local Plan policies to support sustainable economic growth across the city.

6.19 Development of Grade A office space is actively encouraged, particularly within the City Centre Business District including Pall Mall and within the Knowledge Quarter, to attract investment in professional services, life sciences, and digital industries. The Knowledge Quarter Liverpool (KQ Liverpool), a 450-acre innovation district, is home to universities, hospitals, and research institutions that foster scientific advancements and high-value employment sectors. The Liverpool Science Park, alongside new developments such as Paddington Village, will provide state-of-the-art R&D and lab spaces, helping retain and expand Liverpool's knowledge economy.

6.20 Office developments should aim to adapt to evolving working trends, incorporating flexible floor plans and integrating co-working spaces where feasible. Efforts to repurpose vacant or underused office spaces to meet modern workspace needs will be actively encouraged, ensuring Liverpool remains competitive in attracting business investment.

Policy EC4: Mixed-Use Areas and Sites

1. Mixed-use areas in Liverpool are designated to support balanced urban regeneration, integrating employment, residential, and supporting amenities.
Area profiles for each of these areas setting out appropriate land uses will be included in the Regulation 19 Local Plan. Development within the city centre must align with the character area policies CC1 to CC16 ensuring their integration within the city's wider urban strategy.
2. Sites allocated for mixed-use are classified into three categories:
 - a. **Employment-Led Mixed-Use**
On these sites commercial, office, and industrial uses must be prioritised to meet the city's employment land requirements and should be the predominant land use while integrating residential uses in a supporting role. Site proformas will set out detailed considerations and requirements for each site in the Regulation 19 Local Plan
 - b. **Residential-Led Mixed-Use**
Housing-focused developments with secondary employment, retail, and community functions to create vibrant neighbourhoods will be supported. Site proformas will set out detailed considerations and requirements for each site in the Regulation 19 –adding further detail to those included in this Local Plan.
 - c. **Mixed-Use Sites**
Equal integration of employment and residential uses plus appropriate ancillary uses, fostering economic and social inclusivity. Such sites should deliver a genuine and vibrant mix of uses to support sustainable, mixed and thriving communities. Site proformas in the Regulation 19 Local Plan will set out detailed requirements.
3. As part of a planning application developers must:
 - a. Submit land use breakdowns in their applications.
 - b. Within the Design and Access Statement demonstrate compliance with the area designation.

Explanation

- 6.21 This policy ensures land is used efficiently to support urban growth, balance competing demands, and foster vibrant communities. Mixed-use areas integrate different types of development, residential, commercial, employment, leisure, and community facilities, within the same space, creating more dynamic, accessible, and sustainable urban environments.
- 6.22 These areas play a vital role in economic regeneration, supporting investment, job creation, housing delivery, and urban transformation. They allow residential areas to coexist with businesses, reducing long commutes, encouraging walkability, and strengthening public transport connections. This approach ensures homes, workplaces, and essential services are well-integrated, making neighbourhoods more resilient, adaptable, and self-sufficient.
- 6.23 To ensure development aligns with regeneration priorities, Liverpool's mixed-use sites are structured into three categories. Employment-Led Mixed-Use sites on which the priority is business growth while integrating residential use to support quality placemaking and assist in meeting the City's housing needs workforce retention. Residential-Led Mixed-Use sites focus on housing delivery while allowing supporting commercial and community uses to create liveable neighbourhoods; and Balanced Mixed-Use sites combine employment and residential functions equally, creating sustainable urban places that contribute to the creation of sustainable and thriving communities. This mixed-use policy is designed to maintain the right balance of land uses to meet the city's employment and housing needs and contribute to local and city-wide regeneration goals.
- 6.24 In the City Centre, mixed-use areas are covered by specific Area-Based Policies that guide development in line with broader regeneration strategies.
- 6.25 The Policy also establishes proportionality thresholds for land use, ensuring mixed-use areas meet regeneration objectives while maintaining the right mix of employment, housing, and supporting infrastructure. A list of allocated Mixed-Use sites can be found in Tables 5.
- 6.26 Detailed proformas for each allocated site setting out key requirements and parameters will be included in the Regulation 19 Local Plan.

Policy EC5: Major Culture, Tourism and Sport Facilities and Events

1. Proposals which reinforce Liverpool's role as a premier location for tourism, culture, major events, sport, and business tourism will be supported. This includes proposals which:
 - a. Enhance the City's existing tourist and cultural facilities
 - b. Enhance Liverpool's status as a visitor destination and host for major events, including sports;
 - c. Strengthen and support the sustainable development or redevelopment of Everton and Liverpool football clubs where they are of an appropriate scale, and meet requirements of other plan policies; and
 - d. Protect and promote the City's heritage.
2. Proposals for development must demonstrate:
 - a. High-quality design that complements the City's character and identity.
 - b. Strong accessibility, ensuring ease of movement for visitors and residents.
 - c. No adverse impact on residential amenity or existing business operations; and
 - d. Where appropriate and feasible, development should support flexible, adaptable, and multi-use functionality for events, exhibitions, and public gatherings.
3. The provision of ancillary facilities such as hotels and visitor accommodation will be supported where:
 - a. Located within a designated centre;
 - b. Outside a centre compliance with the sequential approach is demonstrated and that the proposal is part of a comprehensive regeneration scheme in the area; and
 - c. It would not compromise the delivery of other strategic regeneration ambitions for the area;
 - d. It does not compromise business growth;
 - e. It does not adversely impact on residential amenity and the character of the neighbourhood in which it is located;
 - f. It is located in highly accessible locations particularly by active travel and sustainable modes of transport;
 - g. The proposal delivers high-quality design and quality of place; and
 - h. Is in accordance with the policy for short term lets in this Local Plan.

Explanation

- 6.27 Liverpool's visitor economy is key to the City's growth. The City is as a major regional, national and international centre for culture, tourism, sport and business events. The city boasts diverse cultural and heritage assets, including world-class museums, galleries, music venues, theatres, and sporting institutions such as Aintree Racecourse and is home to two Premier League football clubs.
- 6.28 Recent developments have reinforced Liverpool's reputation as a global sporting destination. The expansion of Anfield Stadium has increased visitor numbers, hosting major national and European events. Everton FC's relocation to Bramley-Moore Dock and the development of a new stadium for the 2025/2026 season will revitalise Liverpool's waterfront enhancing its appeal as a destination and unlocking new opportunities for tourism, retail, and hospitality, further boosting the city's economy. It will act as a catalyst for future growth,
- 6.29 Liverpool's rich music heritage, shaped by The Beatles, continues to attract international visitors while also serving as a stage for major global artists such as more recently Bruce Springsteen, Dua Lipa and Taylor Swift, alongside prestigious cultural events like the Eurovision Song Contest.
- 6.30 This policy reflects Liverpool's commitment to sustaining and growing its visitor economy by supporting high-quality facilities, protecting heritage, and encouraging developments that enhance accessibility and drive economic and social benefits. It prioritises the growth and improvement of tourist and cultural facilities, while promoting new attractions, hotels, and accommodation to meet increasing demand from domestic and international visitors.

Policy EC6: The Ports of Liverpool and Garston

1. Sustainable development and redevelopment of the Ports of Liverpool and Garston will be encouraged, with a focus on improving port infrastructure and enhancing the sustainability of freight and passenger access via road, rail, and water transport.
2. Proposals for the sustainable development of the Ports of Liverpool and Garston, including infrastructure and access improvements, must:
 - a. include measures to address environmental impacts from port expansion, including:
 - i. Impacts on the natural, historic, and built environment, particularly sites of international, national, and local conservation importance. Development near internationally designated sites, including the Mersey Estuary SPA, Dee Estuary SAC, Liverpool Bay SPA, and Mersey Narrows & North Wirral Foreshore SPA must incorporate mitigation and compensation measures, agreed with the City Council and informed by an up-to-date environmental assessment including a Habitats Regulation Assessment.
 - ii. Effects on neighbouring communities, both within and outside the city, including cross-river areas. Mitigation measures must address traffic, noise, odours, and pollution, including disturbances from construction activity.
 - iii. Impacts on the local and regional transport network, ensuring that infrastructure improvements support sustainable port operations and connectivity.

Explanation

- 6.31 The Port of Liverpool, which is largely located in Sefton, spans both banks of the River Mersey, is the UK's leading deep-sea container port for trade with North America. Handling 30.5 million tonnes annually (2023), it ranks 8th in total tonnage and 5th in container traffic, serving as the main link to Ireland, with its roll-on/roll-off terminal managing 28% of UK-Ireland freight. A £400 million investment in Liverpool2, a deep-water container terminal, has increased capacity for larger vessels.
- 6.32 The Port of Garston, the most inland of the Mersey Ports, plays a vital role in short-sea trade for northwest England. It handles diverse cargo, from aggregates to steel, benefiting from direct road links to the industrial

port proposals.

The NPS aims to:

1. Encourage sustainable port development to support long-term growth in imports and exports, ensuring a competitive and efficient industry that meets economic demands.
2. Allow market-driven decision-making, enabling the port industry and developers to determine when and where new projects should be proposed.
3. Ensure compliance with legal, environmental, and social regulations, including European Directives and national policies.

Economic Impact and Strategic Expansion

National Policy Framework for Port Development

- 6.32 The National Policy Statement (NPS) for Ports (2012) provides the planning framework for nationally significant infrastructure projects (NSIPs) under the Planning Act 2008. It guides decisions on port development, ensuring proposals comply with legal, environmental, and social constraints, including European Directives. The Marine Management Organisation, established under the Marine and Coastal Access Act 2009, also applies NPS principles to relevant

- 6.33 The implementation of the Mersey Ports Masterplan (2011) is expected to create 7,500 new jobs, with an additional 4,000 linked to low-carbon diversification and contribute £3.3 billion in GVA by 2030. Liverpool's Freeport designation (2021) strengthens its position as a trade and investment hub, offering tax and customs benefits to attract business.

- 6.34 Although much of the Port of Liverpool lies outside the city boundary, within Sefton and Wirral, its economic significance and impact on Liverpool's transport network necessitate inclusion in this Local

Plan. Expansion will require additional land within the Dock Estate and adjacent areas to accommodate increased port activity, distribution networks, and complementary sectors such as processing and waste-handling operations. Over the plan period, the Mersey Ports Masterplan estimates a land requirement of 345 hectares across the Mersey Ports' operations.

- 6.35 The Port of Garston remains a vital logistical hub, with Associated British Ports (ABP) committing to its long-term future through significant investments and operational enhancements. Recent initiatives include a £2.5 million upgrade to enhance dry bulk storage, supporting cargo such as grain, ores, and sand.
- 6.36 Additionally, ABP has expanded its contract with Seacon (SG) Limited, a major supplier to the paper and pulp industry, increasing warehousing space 12-fold since 2022. Further investment of £4 million has been directed towards covered and external storage, upgraded cargo handling equipment, and expansion of the operational team. These improvements reinforce Garston's role as a key logistics hub, contributing £350 million annually to the UK economy while supporting 5,300 jobs.

Enhancing Multi-Modal Access to the Port of Liverpool

- 6.37 The Liverpool City Region (LCR) partners recognise that improving multi-modal transport access to the Port of Liverpool is essential for supporting economic growth and rising freight volumes. As part of the City Region Deal (2012), the LCR committed to enhancing rail, road, and water connectivity to accommodate the port's expansion.
- 6.38 A key component of this strategy is the Liverpool-

Manchester Railway, expected to begin construction in the early 2030s. This new rail link will improve freight movement, strengthen connections to Manchester Airport, and facilitate international trade. By freeing up local rail capacity, it will enable greater cargo transport, reducing reliance on roads and supporting efficient supply chain operations.

- 6.39 Network Rail has also expanded rail freight capacity on the Bootle Branch Line, doubling freight train movements since 2021. This improvement aligns with Liverpool's SuperPort strategy, which integrates port, rail, air, and logistics infrastructure to enhance trade efficiency. With Liverpool2, the deep-water container terminal, and the city's Freeport status, these upgrades will further establish Liverpool as a global freight hub.
- 6.40 The Liverpool LCR Port Access Steering Group continues to coordinate efforts between the Combined Authority and the Local Enterprise Partnership (LEP) to ensure that Multi-modal Port Access remains a strategic priority within regional transport policies. This policy thus supports improved infrastructure for the Ports.

Environmental Considerations in Port Development

- 6.41 Port expansion must align with environmental protections, ensuring the ecological integrity of the River Mersey is maintained. Development proposals for the Ports of Liverpool and Garston must comply with European site protections as set out in Policy STP 8. The Council remains committed to balancing economic growth with sustainability, ensuring port-related infrastructure evolves responsibly within ecological constraints.



Port of Liverpool

Policy EC7: Liverpool John Lennon Airport

1. As a key sub-regional economic asset, the operation and expansion of Liverpool John Lennon Airport (LJLA), together with sustainable access solutions to the Airport, will be supported in principle, subject to appropriate assessment of the potential environmental impacts referenced in criteria a) to c) below and where such assessment has shown it to be necessary, the implementation of appropriate and proportionate mitigation measures to address potential environmental impacts associated with this growth.
 - a. **Impact on the environment**
Impact on the natural, historic and built environment, including sites and buildings of international, national or local conservation, ecological or landscape importance must be assessed. With respect to internationally important sites (the Mersey Estuary SPA, Dee Estuary SAC, Dee Estuary SPA and Dee Estuary Ramsar site, Liverpool Bay SPA and Ramsar site and Mersey Narrows & North Wirral Foreshore SPA and Ramsar site), development will be required to include appropriate mitigation measures agreed with the City Council and informed by an up-to-date environmental assessment
 - b. **Impact on neighbouring communities**
Proposals must assess potential effects on residents, including those outside the city in the vicinity of flightpaths.
 - c. **Impact on the local and regional transport network**
Development must take into account effects on transport infrastructure, ensuring the implementation of the Sustainable Surface Access Strategy (2020) to support efficient connectivity, reduce congestion, and promote environmentally responsible travel options.
2. Subject to compliance with criteria (1a–c), planning permission will be granted for:
 - a. Expansion of LJLA's operational capacity to accommodate passenger, cargo, business, and general aviation growth, alongside maintenance, repair, and overhaul activities.
 - b. Employment uses that strengthen LJLA's role as a key economic driver, including aviation-related businesses, aerospace industries, logistics, advanced manufacturing, and office developments benefiting from airport proximity and international connectivity.

Explanation

- 6.42 Liverpool John Lennon Airport (LJLA), located seven miles southeast of Liverpool city centre near the Liverpool/Halton boundary, is a vital economic asset for the region. Its 2018 Master Plan, covering development up to 2050, outlines anticipated growth in passenger numbers, aviation services, and opportunities to enhance its contribution to the Liverpool City Region economy. The plan details the infrastructure and operational developments required to support this expansion.
- 6.43 Recognised under Policy STP2, Liverpool John Lennon Airport (LJLA) is a key economic asset for the

city. However, its environmentally sensitive location, adjacent to the Mersey Estuary SSSI/SPA/Ramsar site and the nationally significant Speke Hall estate, requires careful management and assessments to meet the requirements of the Habitats Regulations. Expansion must be guided by the strategic planning process to ensure a balance between economic growth, environmental sustainability including the protection of internationally important nature sites, and heritage protection.

- 6.44 The UK Government's Airport Expansion Strategy outlines aviation's role in economic growth, global connectivity, and trade. It highlights the need to maintain the UK's status as a global aviation hub,

ensuring airports can accommodate future demand while balancing expansion with sustainability measures. The aviation sector contributes £14 billion to GDP, supporting 140,000 direct jobs, while overseas visitors spent £31 billion in 2023, reinforcing its significance to tourism and the wider economy. Air freight remains essential, handling 57% of UK non-EU exports and supporting trade in high-value goods. The government's strategy focuses on improving infrastructure, expanding capacity at major airports, and reducing environmental impacts through sustainable aviation initiatives.

- 6.45 Liverpool John Lennon Airport aligns with these national priorities through its proposals for strategic expansion, reinforcing its role in the Liverpool City Region's economy. By 2050, it aims to accommodate 11 million passengers annually, requiring significant investment in terminal expansion, parking, and long-haul routes. Cargo growth is central to its strategy, attracting specialist aviation businesses and positioning Liverpool as a key trade and logistics hub. The airport's economic contribution is projected at £625 million in annual GVA, supporting over 12,000 jobs by 2030. This represents a significant increase from the current passenger numbers and aligns with the broader trend of growth in global passenger traffic.
- 6.46 The Council recognises the ecological significance of the River Mersey at local, national, and international levels. Airport expansion must not cause significant harm to habitats or species protected under the European Habitats Directive, particularly the Mersey Estuary Ramsar site and Special Protection Area. Where necessary, mitigation measures must align with European and national environmental standards

to prevent damage to these designated sites.

- 6.47 The policy also ensures heritage assets, including Speke Hall, are protected from potential environmental impacts linked to airport growth. Compliance with measures addressing these concerns is required, with reference to policies in the Heritage Chapter.
- 6.48 Planning applications must assess potential impacts on adjacent residents and communities along flight paths, including traffic, noise, air pollution, and construction disturbances. Where adverse effects are identified, applicants must outline mitigation strategies and engage with adjoining local authorities if their residents are affected. If necessary, proposals must be supported by an up-to-date environmental impact assessment
- 6.49 Effective management of sustainable access is essential for the airport's expansion. Liverpool John Lennon Airport's Airport Surface Access Strategy (ASAS, 2020), developed in line with central government guidance and supported by the Merseyside Local Transport Plan, responds to rising passenger numbers. It ensures that transport connections enable growth rather than restrict it, prioritising improved accessibility and sustainability. The strategy focuses on enhancing public transport access, reducing reliance on private vehicles, and promoting sustainable travel options for passengers and employees. Car parking proposals, including off-site facilities, must align with the ASAS's objectives. Expansion must also comply with policies in chapter 10, ensuring long-term accessibility and sustainable airport growth.



Liverpool John Lennon Airport

Policy EC8: Universities and Higher Education

1. Proposals which will deliver the continued enhancement of the facilities and campuses of Liverpool's universities and higher education facilities will be supported. Development proposals should:
 - a. Be focussed within existing university and higher education campuses within the City and form part of a comprehensive development strategy or masterplan that will ensure that the continued evolution of the university/higher education estate is properly coordinated and managed;
 - b. In the case of the University of Liverpool be focussed in the Knowledge Quarter Liverpool and Paddington Village, reinforcing the city's academic and research ecosystem; and
 - c. Demonstrate high-quality design, sustainability, and accessibility, integrating with Liverpool's transport infrastructure, cycling networks, and public realm improvements;
 - d. Prioritise adaptive reuse of heritage assets, ensuring alignment with Liverpool's heritage and regeneration policies including the heritage policies set out in Chapter 12 of this local plan;
 - e. Have a positive impact on the character and amenity of the surrounding area;
 - f. Embed low-carbon infrastructure, energy-efficient buildings, and green campus initiatives to align with Liverpool's Net Zero commitments;
 - g. Seek to strengthen Liverpool's research network, promoting partnerships that drive local, regional and national economic priorities including supporting university-led research, business collaboration, innovation, and skills gaps particularly within Knowledge Quarter Liverpool and Paddington Village;
 - h. Aim to promote university-led skills and focus on graduate retention contributing to Liverpool's long-term economic resilience, ensuring alignment with local employment strategies and workforce development priorities;
 - i. Seek to support graduate retention through employment-linked housing, workspace provisions, and key worker accommodation, ensuring talent remains within Liverpool's economy; and
 - j. Encourage the integration of skills-focused infrastructure, such as innovation labs and co-working spaces, within new developments to enhance employability and business collaboration.

Explanation

- 6.50 Liverpool's universities and further education institutions are fundamental to the city's economic growth, innovation, and skills development. With over 28,000 students and 7,800 staff, the University of Liverpool alone generated £1.2 billion in Gross Value Added (GVA) in 2022/23, supporting 15,870 jobs in the Liverpool City Region. Collectively, Liverpool's higher education institutions address skills gaps, improve employability, and drive research excellence, contributing to job creation and business expansion.
- 6.51 As key players in the knowledge economy, they align with Liverpool's Inclusive Economic Growth Strategy 2040, the Life Sciences Innovation Zone, and

Knowledge Quarter Liverpool, ensuring graduates are equipped to support Liverpool's evolving economy. Retaining skilled graduates is critical for economic sustainability, and initiatives that enhance employment opportunities and workforce development will be actively encouraged.

- 6.52 This policy reinforces Liverpool's position as a hub for innovation and academic excellence, ensuring universities remain integrated with the city's economic and regeneration strategies. It provides a clear framework for university-led development in alignment with Liverpool's Local Plan priorities, reinforcing industry partnerships, graduate retention, research-led investment, and sustainable campus expansion.

6.53 The policy integrates higher education institutions into Liverpool's spatial planning, economic growth, and sustainability strategies, ensuring university expansion is strategically located existing areas across the City such as Knowledge Quarter Liverpool, Paddington Village and the campuses of Hope University including that in the south of the City. The policy promotes skills development and graduate retention by strengthening industry partnerships, supporting employment-linked housing, and integrating innovation spaces within new developments.

6.54 University development should also align with Liverpool's Net Zero strategy, embedding low-carbon infrastructure, energy-efficient buildings, and climate resilience measures to support sustainable urban growth. Ensuring high-quality design, and heritage conservation in campus development will enhance the city's built environment while meeting modern educational and research needs.

6.55 Overall the policy ensures that higher education institutions remain key drivers of economic growth, sustainability, and urban transformation, reinforcing Liverpool's position as a leading centre for research, innovation, and academic excellence.



University of Liverpool Victoria Building



Hope University students



Liverpool Knowledge Quarter



CHAPTER

07

Our Homes



07 Our Homes

- 7.1 It is essential that all homes meet resident's needs and contribute to enabling them to live full lives within their communities. All residents should have access to high quality, inclusive and affordable homes. It is also vital to ensure that housing meets the needs of different groups of people, including older people, disabled people, children, students and those who struggle to access the housing market. New homes need to be high quality with good space standards and include private outdoor space to support health and well-being.
- 7.2 It is also vital to deliver sustainable, mixed, stable and inclusive communities through an appropriate, mix, type and tenure. This Chapter sets out policy to ensure this and delivery of homes that meet the needs of all residents in Liverpool. It addresses the diverse housing needs of the city, from affordable housing and specialist accommodations to the



DK Architects, photography by Daniel Hopkinson.

provision of high-quality, accessible homes. Supported by robust evidence (Strategic Housing Market Needs Assessment (SHMNA)) the policies aim to enhance the quality of life for all residents, fostering vibrant neighbourhoods that cater to a wide range of demographics, including families, older adults, and vulnerable populations. It also includes policy to ensure high quality new homes with excellent internal and external space.

Policy H1: Creating Mixed Communities

1. All residential development proposals within the City must contribute to the delivery and maintenance of mixed, sustainable, inclusive and multi-generational communities. Residential development proposals must meet a range of needs by providing a mix of sizes, types, and tenures. Except for schemes comprising purpose-built student accommodation, homes in multiple occupancy and additional care provision including older persons and specialist accommodation, proposals must meet the following requirements:
 - a. For developments of 25+ homes a housing mix justification statement will be required to demonstrate how the development meets the needs modelled in the most up to date Strategic Housing Market Needs Assessment (SHMNA) at a City-wide level and sub-area profile level. Proposals which do not reflect the mix recommended in the SHMNA will be resisted;
 - b. Schemes of 10+ units must demonstrate that they will provide an appropriate mix which reflects the identified need in the SHMNA at a sub-area level ; and
 - c. Proposals within the City Centre must also meet the requirements of policy CC21.
2. In applying the housing mix needs identified in the most up to date SHMNA to specific proposals, applicants should:
 - a. Set out how the proposal contributes to the identified needs set out in the SHMNA and any subsequent updates according to location and tenure proposed;
 - b. Where the proposal is for market housing, clearly demonstrate how it will contribute to the delivery of larger homes particularly 3 Bed homes across the city;

- c. Set out whether the proposal will contribute to the delivery of more 4+ bed houses across the city; and
 - d. Set out details of any specific locational circumstances which justify the proposed mix
3. Affordable housing should be provided on site in accordance with the NPPF. Off site provision will only be acceptable in exceptional circumstances. The presumption is that affordable housing will be provided on the application site so that it
4. This policy will also cover the requirement of developer contributions for affordable housing.
- contributes towards creating a sustainable and inclusive mix of housing.

Explanation

- 7.3 The SHMNA (2025) analyses the future mix of housing required in Liverpool taking into account demographic change, including potential changes to the number of family households and the ageing of the population. This policy sets out key requirements to ensure the delivery of sustainable, mixed communities in line with the recommendations in the SHMNA by ensuring an appropriate mix of types and sizes of homes on sites to meet the needs set out in the most up to date SHMNA. It also sets out other key considerations in assessing residential proposals including characteristics of the site and the housing profile of the area including the need to address any imbalances. The overall objective is to ensure that residents needs are met through a diversification of the City's housing stock.
- 7.4 In all sectors the SHMNA analysis points to a particular need for 2 and 3-bedroom accommodation, with varying proportions of 1-bedroom and 4+-bedroom homes.

It is important to seek to develop the quality and breadth of the City's housing offer, to support effective regeneration and the Council's economic growth aspirations. Improving the offer of larger, good quality homes and levels of home ownership are key to this. The SHMNA report provides clear evidence of demand for larger properties; there is a particular opportunity through diversifying the housing offer to help support population growth and retain those in their 20s and 30s in the City. This can help to support economic regeneration through retention of their spending and local patterns of living and working, minimizing the need to travel.

- 7.5 The SHMNA draws strategic conclusions on the mix of homes needed city-wide against which overall housing delivery will be monitored, which are set out in the table below.

Table 6: City-wide Conclusions on Housing Mix for Monitoring

	Market	Affordable home ownership	Affordable housing (rented)	
			General Needs	Older Persons
1-bedroom	5-15%	20%	20%	30%
2-bedrom	30-35%	40%	35%	70%
3-bedroom	40-45%	40%	35%	
4-bedroom	15-20%		10%	

7.6 The SHMNA also makes recommendations in respect of 7 sub-areas. In the sub-areas outside of the city centre, the recommended mix is set out in the table below. Residential proposals should assess which sub area the proposal lies within and provide a mix commensurate with these recommendations.

Table 7: Recommended Housing Mix by Sub-Area – Market Housing

	1 - bedroom	2 - bedroom	3 - bedroom	4 + bedroom
Inner Core	5 - 10%	25 - 30%	30 - 40%	20 - 25%
Southern Fringe	5 - 10%	35 - 40%	20 - 25%	25 - 30%
Suburban South	5 - 10%	20 - 25%	50 - 55%	25 - 30%
Suburban North	5 - 10%	25 - 30%	40 - 45%	30 - 35%
Northern Fringe	5 - 10%	25 - 30%	40 - 45%	30 - 35%
Eastern Fringe	10 - 15%	25 - 30%	40 - 45%	20 - 25%

Policy H2: Affordable Housing Provision

- Proposals for the development of 10 or more dwellings should ensure that a minimum 20% of the homes to be provided are affordable and comprise the following types:
 - 50% social rent
 - 25% affordable rent, and
 - 25% intermediate (shared equity housing provision).
- Where developers consider that scheme viability may be affected by the policy requirements, they will be expected to demonstrate whether circumstances justify the need for a viability assessment and provide full development appraisals to demonstrate an alternative affordable housing provision.
- Affordable housing should be provided on site in accordance with the NPPF. Off site provision will only be acceptable in exceptional circumstances. The presumption is that affordable housing will be provided on the application site so that it contributes towards creating a sustainable and inclusive mix of housing.
- This policy will also cover the requirement of developer contributions for affordable housing.
- The developer should identify at the application stage which dwellings within the development would be delivered as affordable housing to achieve the requirement and:
 - Should be integrated into the layout and design of the development with the private housing to promote mixed communities and minimise social exclusion, unless fully justified; and
 - Must be designed to be tenure blind to ensure homes are indistinguishable from market housing in terms of their character and appearance, including the quality of their design, the space standards applied and the building materials used and shall normally be spread across the development.
- Affordable housing secured is most appropriately managed by Registered Providers (RPs). The exception to this is where affordable housing is included as part of a Build to Rent scheme; in which case the landlord need not be a registered

provided. Policy H10 Build to Rent provides the policy for affordable housing as part of Build to Rent developments.

7. **Proposals by Registered Providers providing 100% Affordable schemes will be supported providing they demonstrate the scheme is in a suitable location that reflects the affordable housing needs as set out in the SHMNA for the area and contributes to ensuring the delivery of sustainable, mixed and vibrant communities.**

8. **The Council will resist re-development proposals that would involve a net loss of social housing provision in the City. In determining net loss account will be taken of the length of time the social housing has been vacant for. In respect of estate regeneration the council will require the retention or replacement of all existing affordable socially rented housing and provision of additional affordable housing in accordance with the other parts of this policy.**

Explanation

- 7.7 The policy identifies the minimum proportion of affordable housing to be included in residential developments of 10 dwellings or more as a minimum 20%. The Council will only consider housing to be affordable where it is compliant with the definition within NPPF or any nationally described standard that supersedes or adds to this definition.
- 7.8 In the context of establishing need NPPF (Para 63) advises that the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies. These groups should include (but are not limited to) those who require affordable housing (including Social Rent). Para 64 goes on to advise that where a need for affordable housing is identified, planning policies should specify the type of affordable housing required and expect it to be met on site unless: a). Off-site provision or an appropriate financial contribution in lieu can be robustly justified; and b). The agreed approach contributes to the objective of creating mixed and balanced communities.
- 7.9 The SHMNA (2025) provides evidence to help determine how many dwellings and what size of dwellings are required in an area within a given time frame. The SHMNA analysis indicates that there is a need for both social and affordable rented housing. The evidence indicates that there is an acute need for rented affordable homes; with an annual need for 2,384 rented affordable homes across the City and a need in all sub-areas. This represents an increase from the previous assessment in 2016. This is mainly driven by a large reduction in relets of existing affordable housing, as stock turnover has declined significantly.
- 7.10 When looking at intermediate housing, the evidence indicates shared ownership could be a genuinely affordable product and that there is a role for rent-to buy properties. Intermediate housing may also play an important role in supporting delivery of affordable housing and has a key role to play in enabling households to move between tenures in a context in which the household survey, undertaken as part of the SHMNA, shows very little inter-tenure movement now.
- 7.11 Schemes by Registered Providers which provide 100% affordable scheme will be supported providing the site is located in an area that reflects the affordable housing needs set out in the SHMNA.
- 7.12 The SHMNA finds that there is an acute need for affordable housing in the City and is clear that the analysis would support 50% of this being for socially rented housing. On this basis it is therefore important that proposals do not result in the net loss of socially rented housing. This policy therefore sets out that any such proposals would be refused.

Policy H3: Independent Living and Specialist Housing

1. The Council will support the provision of appropriate well-designed housing to meet the specialist and supported needs of older people and vulnerable people, considering their needs, the tenure, the type of support required, and the potential role of technology (TEC), such as assistive technology. The housing needs of older people will primarily be met by C3 residential accommodation designed to be accessible and adaptable with the support to enable older people to live as independently as possible within their community.
2. The Council will assist older and vulnerable people, including those with care or support requirements to live as independently as possible by:
 - a. Encouraging and supporting adaptations that enable them to remain in their existing homes;
 - b. Supporting adaptation / replacement of existing specialised housing to meet contemporary needs;
 - c. Requiring a proportion of housing and affordable housing in the largest housing developments (100+ homes) to meet the specific needs of these groups;
 - d. Supporting development of a variety of specialised housing; and
 - e. Resisting the net loss of existing specialised housing floorspace.
3. The Council will support the provision of suitable and well-designed high quality specialist older persons housing to contribute to meeting the city's identified need in the SHMNA which identifies:
 - a. a need for around 3,200 housing units with support
 - b. (sheltered/retirement housing) – mostly in the affordable sector
 - c. a need for around 2,200 additional housing units with care (e.g. extra-care) – the majority in the affordable sector
 - d. Around 1,600 additional nursing and residential care bedspaces,
4. Development proposals for specialist housing must demonstrate:
 - a. That the development site is in a suitable location and within proximity to transport infrastructure, shops, community facilities and health services.
 - b. How the development contributes to creating a mixed, inclusive and sustainable community.
 - c. High design quality that reflects the need of future occupants including in respect of internal and external amenity space;
 - d. Provision of the infrastructure for assistive technology (TEC) to enhance independence and safety as standard, in respect of housing for older people and other vulnerable groups, including specialist housing. This should take into account the need for it to be reliable, secure, and user-friendly.
 - e. That where the proposal is for specialist housing it has taken account of, including in respect of design, the availability and accessibility of care and support services, including personal care, healthcare, and social activities; and
 - f. How market-led development for specialist housing for older and vulnerable people will contribute to affordable housing in accordance with policy H2: affordable housing provision

Explanation

- 7.13 Addressing the need of an ageing population is a national challenge. For Liverpool the scale of change in older persons population is set out in the SHMNA (2025) and indicates an increase in the total number of 65+ years people with growth of 17,500 up to 2041. This degree of change shows that Liverpool will need to accommodate a greater proportion of older residents during the plan-period. Preparing specialist housing for older people involves carefully considering their needs, the tenure, the type of support required, and the potential role of technology (TEC), such as assistive technology.
- 7.14 This includes evaluating the availability of care services, affordability, and the suitability of the location and its amenities. It's also important to consider the long-term needs of the residents and how the housing can adapt to changing requirements. This could include emergency alarm systems, smart home technologies, and remote monitoring systems. Specific considerations for Technology (TEC) include ensuring that any technology used is reliable, secure, and user-friendly for older people; providing adequate training and support to older people and their carers on how to use the technology effectively; and ensuring that the technology integrates seamlessly with the existing care and support services.
- 7.15 The SHMNA (2025) projects large increases in the population with a range of long-term health conditions. For example, during the Local Plan period up to 2041 the number of people with dementia will increase by 36% and the number of people with mobility problems will increase by 31%. Invariably, there will be a combination of those people with disability and long term health problems that will continue to live at home with care and support from family or domiciliary care (possibly with some adaptations to their homes), and those who choose to live in some form of supported housing such as Retirement Living, Extra Care Housing or Residential Care Homes.
- 7.16 The policy provides support for older people to live independently in their own homes and also given the Council's aspiration to see increased provision of extra care housing in the City, which enhances choice in the market; and helps contribute to the rising cost pressures on the adult social care budgets. Development of extra care provision (and particularly affordable extra care provision) will provide an alternative to, and reduce the relative need for, residential care provision.
- 7.17 Given the ageing population and higher levels of disability and health problems with older people, there is likely to be an increased requirement for specialist housing options moving forward.
- 7.18 The SHMNA analysis suggests that there will be a need for housing with support, particularly in the affordable sector and a need for housing with care (e.g. extra-care) – mainly in the affordable sector. The SHMNA analysis also suggests a longer-term need for some additional nursing and residential care bedspaces (driven by demographic changes).

Policy H4: Primarily Residential Areas

1. Within the Primary Residential Areas designated on the Policies Map, planning permission will be granted for:
 - a) New housing development, provided the residential character of the area and living conditions of existing residents is protected;
 - b) Employment uses where there will be no detrimental effect on the amenities and character of the residential area and no adverse impact on traffic generation and car parking;
 - c) New and improved community facilities, specifically where the facility would support the social infrastructure needs of residents providing there is no adverse impact on residential amenity, traffic generation and car parking and subject to compliance with Policy TC3; and
 - d) Other forms of development, redevelopment or changes of use provided there is no adverse impact on residential amenity or the character of the area.

Explanation

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

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

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

Policy H5: Accommodation for Gypsies, Travellers and Travelling Showpeople

1. The council will aim to secure a sufficient supply of pitches to meet the existing and future need of the city's Gypsy and Traveller community.
2. Planning applications for Gypsy and Traveller sites will be permitted provided the site:
 - a. Can be supplied with essential services (i.e. electricity, water, drainage);
 - b. Is accessible by public transport;
 - c. Is well designed and landscaped to give privacy between pitches and neighbouring uses, can be safely accessed from the public highway, and has adequate parking and turning space;
 - d. Can accommodate work-related uses without undue detriment to the immediate locality due to noise or nuisance; and
 - e. Is not located on land subject to protective natural environment or historic environment policy designations or in the Green Belt.

Explanation

7.21 For planning purposes, the government's 'Planning policy for traveller sites' (2024) sets out definitions of travellers, gypsies and travelling showpeople. In summary:

- 'Gypsies and travellers' are other persons of nomadic habit of life whatever their race or origin;
- 'Travellers' means 'travelling showpeople' and 'gypsies and travellers';
- 'Travelling showpeople' are members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such);

7.22 The Planning Policy for Traveller Sites document (2024) requires Local Authorities to consider the need for sites in the first 5 years of the plan period and then separately from year 6 onwards.

7.23 The Gypsy and Traveller Needs Assessment (2025) is an appendix to the SHMNA and provides an updated needs assessment of the accommodation needs of Gypsies, Travellers, and Travelling Showpeople within Liverpool.

7.24 Liverpool has a permanent Gypsy & Traveller site, Tara Park, with 14 pitches with 13 pitches occupied and 1 vacant. The site is owned and managed by the City Council. The Needs Assessment has identified a total need to provide additional net 17 pitches for gypsies and travellers over the plan period, this includes 12 pitches in the shorter term up to 2030.

7.25 In the short- to medium-term accommodation needs of single adults and teenagers who may require their own pitch within the next five years could potentially be met through the addition of touring caravans to existing pitches rather than the construction of new formally laid out pitches.

Policy H6: Custom and Self Build, Community-led Housing and other housing provision

1. On suitable sites in the Primarily Residential Areas and subject to the requirements of other Local Plan policies including but not limited to design, highways impacts, residential amenity, the Council will support proposals for
 - a. Custom build and self-build housing
 - b. Community led housing
 - c. Homes for service personnel and families
2. A proportion of self-build/custom-build housing and/or community-led housing will be sought as part of comprehensive regeneration proposals.

Explanation

- 7.26 The Council established its Self-Build and Custom Housebuilding Register on 1st April 2016 in line with the requirements of the Self-Build and Custom Housebuilding Act 2015 (as amended by the Housing and Planning Act 2016). The Liverpool Self-Build and Custom Housebuilding Register was introduced on the 1st of April 2016. The SHMNA analysis of the Council's register data gives some insight into those seeking to build their own home and what they are seeking. In terms of the household composition of registrants, 53% are families followed by 30% couples, 15% of registrants are single adults. Most registrants currently owned their own home (58%) with 21% in private rented properties, 12% of registrants were living with other family members. A total of 81% of registrants were living in the City at the time.
- 7.27 This Council's Community-led housing programme allows eligible third-sector organisations to bid for vacant council-owned land and property in order to deliver community led housing developments in Liverpool. The aim of the programme is designed to:
- deliver affordable housing
 - increase housing supply, choice, quality and support
 - help our ageing population
 - regenerate neighbourhoods
 - improve the quality of renting
 - tackle homelessness
- 7.28 As part of focussing growth in city centre fringes and Liverpool North, opportunities will be sought to make provision for self-build/custom-build housing and/or community-led housing to assist in the delivery of sustainable, mixed communities.
- 7.29 The NPPF requires local planning authorities to meet the housing needs of service families. While the SHMNA evidence supports the conclusion that Liverpool does not have an identifiable or pressing need to make such provision the City Council will seek to support specialist provisions, should a need or suitable scheme be identified

Policy H7: Houses in Multiple Occupation (HMO)

1. Where planning permission is required for the conversion of a building or dwelling-house (Use Class C3) into a House in Multiple Occupation, the proposal will not be permitted where:
 - a. There is an existing HMO concentration of 10% or more of all dwellings within 100 metres radius of the centre point of the application property; or
 - b. The proposal would result in a non-HMO dwelling being sandwiched between two HMOs; or
 - c. It would result in a continuous frontage of three or more HMOs; or
 - d. It would result in the loss of an existing single-family dwelling (C3 use class) or the loss of a dwelling that is suitable in size, design, layout and location for use as a family dwelling.
2. Proposals for new HMOs or proposals to increase the intensity of an existing HMO use via additional bedrooms must ensure that:
 - a. It does not adversely affect the character and appearance of the local area.
 - b. The living conditions of both future occupants and neighbouring residents are not negatively impacted, including in respect of noise and disturbance.
 - c. The configuration of internal space satisfactorily takes into account minimum room size, acoustic insulation, daylight and sunlight, and ventilation;
 - d. The design of external space is safe and secure, and ensures access to yards and/or gardens
 - e. Appropriate cycle storage provision is provided
 - f. Satisfactory arrangements for bin storage and disposal in accordance with Council requirements is made;
 - g. There will be no adverse impact on community facilities/ social infrastructure in the local area; and
 - h. Extensions and alterations are designed so that they do not result in:
 - i. Loss of outlook, from the main windows of neighbouring habitable rooms
 - ii. A significant loss of daylight and sunlight/overshadowing for neighbours;
 - iii. An overbearing or over-dominant effect on the habitable rooms of neighbouring properties; and
 - iv. A significant loss of privacy for neighbouring residents.

Explanation

- 7.30 Whilst Houses in Multiple Occupation (HMOs) are an essential part of Liverpool's housing stock to meet a diverse range of housing needs, poor quality developments and the cumulative impact of excessive concentrations of specific groups can harm the character and amenity of the wider neighbourhood. This policy aims to manage the distribution and concentration of HMOs within Liverpool, promoting sustainable, balanced communities and safeguarding the character and amenity of residential areas.
- 7.31 The SHMNA recommends the application of policy interventions used in combination and across the City to cover: Managing HMO development at site level, i.e. through the use of policies restricting 'sandwiching'

of non-HMO dwellings where HMOs would sit either side of another property; and the managing of HMO clustering through the use of a radius approach.

- 7.32 Based on the recommendations in the Strategic Housing Market Needs Assessment (SHMNA), the loss of a family dwelling is a significant concern. The SHMNA emphasises the importance of maintaining a balanced housing mix to meet the diverse needs of the population. Family dwellings, typically larger homes with two or more bedrooms, are crucial for accommodating households with children. The loss of family dwellings can exacerbate the shortage of suitable housing for families, leading to overcrowding and inadequate living conditions. Family dwellings are a key component of the housing supply. Their

conversion into smaller units or HMOs (Houses in Multiple Occupation) reduces the availability of homes suitable for families.

- 7.33 In Liverpool, an Article 4 direction was adopted in June 2021. This was to manage concentrations of HMOs. The Article 4 direction requires planning permission for a change of a family home (use class C3) to a small-scale HMO (3 or more people) in specific areas covered by an Article 4 Direction. This policy will therefore apply to small HMOs in the Article 4 Direction Area.

- 7.34 Part 1 of the policy does not apply to city centre wards including Brownlow Hill and Canning as these wards include large number of PBSA and apartment developments accommodating students in the city centre and would artificially show up as high levels of HMO concentrations in these wards.

- 7.35 This policy also sets out key requirements for HMO's which are aimed at protecting the amenity of residents in the area in which the HMO is located and the amenity of the future occupants of the HMO

Policy H8: Provision of Purpose-Built Student Accommodation

1. Purpose-Built Student Accommodation (PBSA) proposals must contribute positively to meeting the accommodation needs of the city's student population and support the growth of the City's universities.
2. In respect of location and need:
 - a. Proposals for PBSA will be supported where they are located within or directly adjacent to the city's Knowledge Quarter and university campuses
 - b. Student accommodation will not be appropriate within the Fabric District, Marybone and Paddington Village, unless evidence demonstrates;
 - i. No adverse impact on business and employment uses;
 - ii. That it will not prejudice future redevelopment of sites for business uses including Knowledge based industries as defined in policy STP1 and makers, manufacturing and light employment uses, including new space for start-up businesses and incubator businesses; and
 - iii. Will contribute to the delivery of a sustainable and mixed community
 - c. At other locations within the city, proposals for purpose-built student accommodation will only be appropriate in exceptional circumstances and should:
 - i. Form part of mixed-use mixed-tenure developments comprising a proportion of other compatible residential and/ or commercial uses where feasible and appropriate;
 - ii. Be located in highly connected places with good transport links to university campuses including active travel routes; and
 - iii. Contribute to the delivery of sustainable and mixed communities
 - d. Proposals should not result in a local imbalance of purpose-built student accommodation within any residential or city centre commercial area; and should align with the delivery of other planning objectives for the area in which it is proposed.
 - e. Proposals should demonstrate a clear and evidenced need for the proposed accommodation, supported by a Student Needs Assessment including demonstrating engagement with one or more university in the City.
3. Proposals should provide an appropriate type and mix of accommodation including:
 - a. Providing a minimum of 80% of units as cluster flats (in a mix of sizes ranging from 4–8 bedrooms) with shared kitchen/living facilities and maximum of 20% of total bedspaces as studios, unless building form constraints justify otherwise and clear justification is provided to demonstrate a need in accordance with Part 2(e) of this policy; and
 - b. Deliver a mix of unit sizes and layouts that support affordability and diverse student needs.
4. Alternative types of accommodation may be appropriate in locations outside the City Centre and when supported by clear justification in respect of need.

5. All proposals should:
 - a. Provide high quality living and communal facilities with on-site amenity spaces;
 - b. Demonstrate how the proposal will ensure the health and well-being of students including through ensuring access to on site or nearby student support services, study areas, green spaces, and wellbeing amenities;
 - c. Provide secure, covered cycle storage taking account of the proposal's location and wider campus provision
 - d. Provide high-speed internet access; and
 - e. Ensure at least 5% of units are wheelchair accessible and should meet the highest standards of accessibility and inclusion and in accordance with policy QD5 Inclusive Design
6. All proposals must be accompanied by a Management Plan addressing:
 - a. 24/7 on-site supervision and security;
 - b. Response procedures for anti-social behaviour and emergencies;
 - c. Servicing arrangements, including move-in/ move-out coordination and named contact point for community liaison;
 - e. Travel Plan, encouraging walking, cycling, and public transport use; and
 - f. Satisfactory arrangements for bin storage and disposal in accordance with Council requirements;
 - g. Satisfactory arrangements for delivery access..
7. Developers must demonstrate how affordability is secured within the proposal, through a range of room types, rent levels and tenancy structures
8. Within the City Centre:
 - i. 1 bed 1-person residential units must be a minimum of 43sqm gross internal floor area and storage, to ensure both the requirements of M4(2) are met and the provision of quality living space (including kitchen and living/ dining space) in accordance with the emerging Housing Design Guide SPD. Such units will be appropriately conditioned as 1 bed 1 person only.
 - ii. 1 bed 2 person units must meet the most up-to-date NDSS standard and M4(2) and must be a minimum 50sqm gross floor area and storage.

Explanation

- 7.36 Liverpool is a major university city and home to universities or further education institutions in Liverpool which are relevant to this assessment, those being the University of Liverpool (UOL), Liverpool John Moores University (LJMU), Liverpool Hope University (LHU), Liverpool School of Tropical Medicine (LSTM) and the Liverpool Institute of Performing Arts (LIPA). Liverpool has a large student population, and its full-time student population has increased every year from 2014/2015 to 2020/2021.
- 7.37 Students studying and living within Liverpool make a significant contribution to the local and regional economy. It is important that students are provided with the best possible learning experience when coming to study in the city. This includes the provision of high quality, well managed, safe, and accessible purpose-built accommodation. This also means access to accommodation at affordable prices.
- 7.38 The SHMNA (2025) examines the need for student housing in the city and in particular Purpose-Built Student Accommodation (PBSA). The SHMNA considers

there to be an existing gap in the number of student bedspaces and a prospect of a PBSA need arising from student growth over the plan period.

- 7.39 The SHMNA considers appropriate locations for PBSA for student housing include the City Centre and locations close to the existing University Campuses; where provision does not result in undue concentrations of provision which impact negatively on existing residential communities or lead to the displacement of other uses including commercial space.
- The SHMNA analysis identifies that demand is principally for student cluster flats, which are typically cheaper than studios and provide broader benefits in addressing potential loneliness and mental health issues.
- 7.40 It is important that PBSA contributes to enhancing overall student experience, ensuring the health and well-being of students and a positive contribution to the fabric of our city and the well-being of all residents. There is potential for PBSA to lead to a range of impacts, including in relation to impacting on local

business growth, residential amenity, local amenities and environmental impacts including waste and noise issues and potential for anti-social behaviour. It is therefore important to ensure well planned and appropriately located and managed PBSA that meets student needs and ensures balanced and inclusive communities, with no adverse impacts on the city's economic growth.

7.41 This policy therefore sets out the criteria to ensure appropriately located and high quality student accommodation.

Policy H9: Co-living

1. Proposals for Co-Living developments will be supported in appropriate locations where they contribute positively to ensuring a diverse housing offer and sustainable, mixed communities. The City Centre is the most appropriate location.
2. Co-Living schemes will be supported provided:
 - a. Robust evidence of local demand for co-living accommodation (including market and socio economic analysis) is provided;
 - b. The proposal is located in a well-connected location within or adjacent to the City Centre; and
 - c. It would not result in an over-concentration of co-living or other forms of shared living accommodation to ensure the delivery of mixed, sustainable and balanced communities.
3. Co-Living proposals must:
 - a. Provide high-quality bedroom space, that takes into account that the minimum space requirement for a single person, as set out in NDSS, is 39sqm. Where a lesser private space is proposed, the council will encourage the private space to be as close as possible to the NDSS and will consider the quantum of communal space based on aggregating out the shortfall of the private studio size against the Nationally Described Space Standards. This will take into account the location, distribution, amenity, and quality of the communal spaces.
 - b. Provide high quality shared communal internal space, including kitchens, lounges and co-working areas which are provided at convenient and accessible locations across the development. Kitchens must be provided on each floor.
 - c. Provide Dedicated on-site management with 24-hour staffing
 - d. Provide access to usable outdoor amenity space such as roof terraces, balconies, or gardens, which meet NDSS standards
 - e. Offer flexible tenancy lengths with a minimum of 3 to 6 months.
 - f. In the case of schemes of 50+ units explore the inclusion of affordable co-living units in line with viability and the Affordable Housing Policy H2
 - g. Promote healthy, inclusive living conditions that support social interaction, mental wellbeing, and a sense of community in accordance with the HDG criteria.
 - i. Meet minimum daylight/ sunlight, outlook, privacy, and noise mitigation standards; and
 - ii. Provide inclusive access for all users, including step-free access and 5% of units should meet M4(3) requirements.
4. All proposals must:
 - a. Submit a Management Plan detailing 24 hour management (ideally on site); controlled access; maintenance; refuse collection and complaint resolution procedures including in respect of anti-social behaviour
 - b. Secure long-term management, by a single company, through a planning obligation or condition; and
 - c. Provide a travel plan.
5. Co-Living proposals will not normally be appropriate for students and the Council will therefore seek to manage this as appropriate through the use of planning conditions.

Explanation

- 7.42 Co-Living is not a substitute for conventional housing but may complement the city's wider housing offer where it meets identified needs.
- 7.43 Co-living developments are generally classified as sui generis in planning terms, meaning they do not fall within any specific use class under the Town and Country Planning (Use Classes) Order 1987. This classification arises because co-living schemes typically consist of private studio units with shared communal facilities, distinguishing them from traditional residential (C3) or hotel (C1) uses. The presence of communal amenities and the nature of occupancy leads to co-living being treated as sui generis.
- 7.44 This policy sets a framework for the responsible delivery of co-living accommodation in Liverpool. While co-living can offer a distinctive housing choice that supports the city's economic and regeneration ambitions—particularly in the context of attracting young professionals and retention of graduates—it must be planned and managed to ensure it is appropriately located and is of high quality.
- 7.45 This policy aims to shape a bespoke Liverpool model of co-living that supports the Council's goals for inclusive growth, sustainable neighbourhoods, and high-quality housing.
- 7.46 A Housing Design Guide SPD is being prepared that will provide detailed guidance in respect of requirements for co-living standards.

Policy H10: Build to Rent Housing

1. The Council will support build to rent developments where this will support the creation of mixed, inclusive and sustainable communities and comply with all relevant Local Plan policies, including Policy H2 (Affordable Housing Provision).
2. Build to Rent homes must provide a mix of homes in accordance with the provisions of policy H1.
3. Proposals for build to rent should form part of mixed tenure proposals to ensure a mixed, vibrant and sustainable community.
4. Build to rent development will be expected to meet the national policy definition of build to rent and operate in accordance with the following criteria:
 - i. The homes are held as build to rent under a covenant for at least 15 years;
 - ii. Mechanisms are in place to compensate for the sale or withdrawal of any build to rent home before the end of the covenant period;
 - iii. There is unified ownership and management of all residential units within the development;
 - iv. Longer tenancies of three or more years are available to all tenants, with tenants having the option to terminate their tenancy at one month's notice, after the first six months, without a break fee being payable;
 - v. Operators provide certainty over rent levels throughout the period of the tenancy;
 - vi. On-site management is provided; and
 - vii. Operators have a complaints procedure in place and are a member of a government approved redress scheme.
5. All build to rent schemes on sites of 10 or more dwellings, shall provide a minimum of 20% of the dwellings in the form of affordable private rent.

Explanation

- 7.47 For the purposes of this policy the definition of Build to Rent is set out in the NPPF. The delivery of Build to rent schemes will contribute to meeting the needs of certain groups of people in the local housing market. The appropriate mix of build to rent homes and other residential uses should be determined in accordance with the provisions of policy H1.
- 7.48 Build to rent developments must provide affordable housing provision in line with policy H2 and should be provided as affordable private rent at 20% discount to market rents.
- 7.49 The most appropriate location for build to rent is the city centre. In other locations including city centre fringes build to rent should form part of a mixed tenure scheme to ensure sustainable, vibrant and stable communities.

Policy H11: Children's Residential Care Homes

1. The provision of high-quality children's residential care homes that meet the diverse needs of children and young people in care is supported. Proposals for children's residential care homes (Use Class C2) must:

Location

- a. Be located within accessible residential areas that allow children to integrate into the community, close to schools, health services, shops, and public transport.
- b. Must demonstrate that they do not result in an undue concentration of similar uses in the locality. This will be assessed with reference to the number and proximity of existing children's homes, the character of the area, and the cumulative impact on residential amenity and local services. The Local Plan Reg 19 will include a threshold in respect of concentrations. It is anticipated that proposals will be resisted where more than 10% of properties within 400m are already in use as HMOs or care facilities (including C2 and sui generis)."
- c. Avoid locations where the cumulative impact would unacceptably affect community cohesion or the perception of safety and amenity; and
- d. Not result in the loss of an existing single-family dwelling (C3 use class)

Design

- e. Provide high quality accommodation, including private amenity space suitable for children and young people, taking into account the specific needs and number of the children who will live there. The application property must be suitable for the number of children and carers proposed;
- f. Are designed to be indistinguishable from standard residential dwellings to support community integration;
- g. Minimise the impact on neighbours, especially in relation to noise, overlooking, parking, and anti-social behaviour; and
- h. Include robust management arrangements and a named responsible care provider.

Quality and Safeguarding

- i. Demonstrate how the home will provide a safe, secure, and supportive environment that meets Ofsted and Children's Services standards; and
- j. Provide evidence of how the home will contribute positively to the welfare, education, and development of children placed there.

Need and Evidence Base

- k. Demonstrate city need for the provision, including alignment with the findings of the Strategic Housing Market Needs Assessment (SHMNA) and the City's Children's Services commissioning requirements; and
- l. Have regard to data on care placements and clearly demonstrate that local need is best served by the location and scale of the proposal.

Explanation

7.50 This policy supports Liverpool's commitment to improving outcomes for looked-after children and to ensure that such accommodation is provided in appropriate locations both in respect of the needs of the looked after children and the residents of the community in which it is proposed to be located. The SHMNA evidences an acute need for various forms of supported and specialist housing, including care placements for children, particularly as family-sized homes become scarcer and temporary accommodation pressures rise. Furthermore, the presence of 514 children in temporary accommodation

as of June 2024 underscores the urgency for stable, community-based care settings.

7.51 Children's care homes must strike a balance between addressing clear need and protecting the amenity of established communities. Proposals must also ensure a safe, secure, supportive environment for the children and ensure that the location is appropriate for children taking into account local facilities and the characteristics of the locality.

7.52 The Regulation 19 Local Plan will set a threshold in respect of concentrations. To determine concentrations the council will need to use its data in respect of the location of children's homes.

Policy H12: Accessible Homes

1. All development proposals for new homes should provide quality living environments for residents both now and in the future and contribute to delivering sustainable communities.
 2. All new housing development, except for co-living and purpose built student accommodation, must comply with Building Regulations Part M4(2) 'accessible and adaptable dwellings', or any subsequent update, as a minimum standard. Specifically, reasonable provision must be made in all new homes (including new-build and conversions), for people to gain access, for people to gain access to and use the dwelling and its facilities. The provision made must be sufficient to:
 - a. Meet the needs of occupants with differing needs, including some older or disabled people; and
 - b. To allow adaptation of the dwelling to meet the changing needs of occupants over time.
 3. In proposals of 10 or more dwellings proposals should provide 10% that meet Part M4 (3) Part (2) (a) of Building Regulations. To meet this requirement the provision made must be sufficient to allow simple adaptation of the dwelling to meet the needs of occupants who use wheelchairs.
 4. Where the dwelling is to provide accommodation for a known wheelchair user the dwelling should be designed to meet the needs of occupants who use wheelchairs in accordance with Part M4 (3) (2b) 'wheelchair accessible dwellings' of Building Regulations.
 5. In the case of affordable rented housing, future occupiers can be nominated from the Property Pool Plus (PPP) housing register, and from transfer lists. The Council will therefore require 10% of affordable rented homes in each development to be M4(3)(2)(b) "wheelchair accessible" and be fully fitted for occupation by a wheelchair user
 6. In applying Part M4 (2) and Part M4 (3) to development proposals the City Council will take account of site-specific factors including vulnerability to flooding, and site topography and whether the proposal is a conversion. Where evidence is submitted to demonstrate that step-free access is not viable, there will be no requirement for adaptable and accessible housing Building Regulations M4(2) or M4(3).
 7. To ensure that all potential residents have choice within a development, the requirement for M4(3) wheelchair user dwellings applies to all tenures. Wheelchair user dwellings should be distributed throughout a development to provide a range of aspects, floor level locations, views and unit sizes. The provision of M4(3) should reflect the size and type of dwelling provided on site.
 8. All new homes, with the exception of co-living and purpose built student accommodation must meet the Government's Nationally Described Space Standard (NDSS). Given the requirement to also meet M4(2) standards the minimum size gross floorspace should be 50sqm. Proposals that include residential units that are less than this but meet the NDSS 1 bed 1 person requirement of 39sqm will only be permitted in exceptional circumstances and must:
 - a. Provide clear and robust justification which demonstrates a need for 1 bed 1 person units. Such units will be appropriately conditioned.
 - b. The mix proposed across the scheme accords with the requirements of Policy H1 and CC21.
 - c. The proposal is of high- quality design that provides quality amenity in respect of internal and external amenity space in accordance with the emerging Housing Design Guide SPD.
- Within the City Centre:
- i. 1 bed 1 -person residential units must be a minimum of 43sqm gross internal floor area and storage, to ensure both the requirements of M4(2) are met and the provision of quality living space (including kitchen and living/ dining space) in accordance with the emerging Housing Design Guide SPD. Such units will be appropriately conditioned as 1 bed 1 person only.
 - ii. 1 bed 2 person units must meet the most up-to-date NDSS standard and M4(2) and must be a minimum 50sqm gross floor area and storage.

Explanation

- 7.53 Disabled people, particularly those with mobility impairments should have access to a range of housing types that match the range available to non-disabled people. Liverpool's changing urban environment must respond positively to the needs of an ageing population, and children with complex medical conditions, including through the principles for inclusive design. Providing more accessible homes will ensure that the City's housing stock is more easily adaptable and will help people to maintain their independence for longer. Accessibility issues affect most families, people living alone and other households at some point, and affect young people as well as older people whether they are disabled people or not.
- 7.54 To achieve well-designed places, the NPPF (2024) paragraph 135(f), requires planning policies and decisions to ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being. Furthermore, the NPPF recommends planning policies for housing should make use of the Government's optional technical standards for accessible and adaptable housing, where this would address an identified need for such properties. Policies may also make use of the nationally described space standard, where the need for an internal space standard can be justified.
- 7.55 The Council's Strategic Housing Market Needs Assessment (SHMNA) (2025) provides evidence to support the optional standards on accessibility. It projects large increases in the population with a range of long term health conditions. For example, in the period 2022-2041 the number of people with dementia will increase by 36%. The number of people with mobility problems will increase by 31%. The projected change shown in the number of disabled people and people with long term health conditions provides clear evidence justifying delivering 'accessible and adaptable dwellings' as defined in Part M4(2) and M4(3) of the Building Regulations.
- 7.56 There are two optional accessibility standards in Building Regulation Part M: Category M4(3) 'wheelchair user dwellings' and Category M4(2) and M4(3) 'accessible and adaptable dwellings'. M4(3) dwellings are constructed either with the potential to allow simple adaptation to meet the needs of occupants who use wheelchairs (part (2)(a)), or meeting the needs of wheelchair users immediately upon completion (part (2)(b)). M4(2) and M4(3) dwellings are constructed to meet the needs of occupants with differing needs, including some older and disabled people, and allow adaptation of the dwelling to meet the changing needs of occupants over time.
- 7.57 In the market and intermediate sectors, we will use planning conditions to secure wheelchair user dwellings that comply with Part M4(3)(2)(a) requirements for "wheelchair adaptable" dwellings. Households that include a person who uses a wheelchair are much more likely to occupy social rented housing than other tenures, and the waiting list for wheelchair user dwellings far exceeds supply. The Council will therefore require 10% of new low-cost rented homes in a development to be designed to the M4(3)(2)(b) "wheelchair accessible" standard.
- 7.58 Compliance with the M4(2) and M4(3) standards will be secured through a suitably worded planning condition.
- 7.59 With regard to Clause 3 of the Policy, relating to Part M4 (3), this will apply to proposals over 10 dwellings, and where 10% would result in less than 1 house, the City Council will round the requirement to the nearest whole number (e.g. a requirement for 4.3 houses would be rounded to 4, whereas a requirement for 4.7 would be rounded to 5. If the requirement resulted in more than 0.5 of a house this will be rounded up, otherwise we would round down.)
- 7.60 In applying the 10% M4(3) dwellings requirement, the City Council will expect the provision to reflect the size and type of dwelling provided on site. For example, if the development provides a mix of 2, 3 and 4-bedroom houses and apartments, there should be a variety of 2, 3 and 4 bedroom houses and apartments that meet the M4(3) standard. In buildings containing flats, M4(3) homes with two or more bedrooms is the preference as this will provide overnight accommodation for carers or additional storage space.
- 7.61 In applying M4(2) and M4(3) the City Council will take account of site specific factors that may make a specific site less suitable for such dwellings, particularly where step free access for example cannot be achieved or is not viable.
- 7.62 The delivery of more accessible and adaptable housing in the city will enable more people to receive care and support in their own home and help to reduce delayed transfers of care from hospitals; and will assist the council in meeting the requirements of the Care Act specifically in respect of enabling a person to remain living and receive care and support in their own home.

7.63 This policy also requires compliance with the Nationally Described Space Standard (NDSS) and as such minimum floorspace requirement is 50sqm. This policy in recognition of the fact that they may be a need to provide one person one bed residential units sets out the exceptional circumstance under which less than 50sqm may be appropriate.

Policy H13: Conversions of Residential Properties to Flats

1. To ensure the City can meet its housing needs the conversion of residential properties to flats will not be supported where the development would cause the loss of a dwelling that is suitable in size, design, layout and location for use as a family dwelling. Specifically, the loss of three- and four-bedroom market homes will not be supported particularly where the homes have direct access to external amenity space.
2. Proposals for the conversion of existing dwellings / buildings into self-contained flats, studio apartments/bedsits should also demonstrate:
 - a. The provision of at least one three-bedroom home from development that sub-divides an existing large home (with four bedrooms or more) into flats
 - b. The premises are suitable for a full or part conversion in terms of location, the provision of amenities, and size for the number of households to be accommodated;
 - c. There would be no adverse impact on the amenity of neighbouring properties and the character of the surrounding area in particular through increased activity, noise or disturbance;
 - d. The configuration of internal space satisfactorily takes into account minimum room size, acoustic insulation, light and ventilation;
 - e. The design of external space is safe and secure, and includes provision for refuse storage and adequate off-street parking, and ensures access to yards and/or gardens;
 - f. Sufficient provision for waste management is made and it promotes good design to secure the integration of waste management facilities with the rest of the development including waste storage facilities. All proposals will be expected to have regard to the City Council's latest Recycling and Waste Management guidance;
 - g. Bin storage is provided externally within the curtilage of the site, within a suitably designed structure located within the rear amenity space and not visible from the public realm;
 - h. Living rooms, kitchens and bedrooms are not solely lit by rooflights; and
 - i. In the case of a conversion of a historic building, it does not harm elements which contribute to its significance

Explanation

7.63 Whilst the conversion of larger homes into flats may assist in meeting some of the City's housing needs, it is important that given the evidence in the SHMNA sets out that the city needs larger homes not to lose existing stock that would be suitable for families, specifically 3 and 4 bedroomed homes. This policy also sets out key considerations that should be taken into account in respect of conversions.

Policy H14: New Housing Design Requirements

1. All housing development, including proposals for the alteration, extension, and conversion/ change of use of existing buildings, must achieve a high quality of design. All proposals should:
 - a. Follow a design-led approach where proposals optimise the capacity of a site to support sustainable development, without compromising:
 - i. The local character, distinctiveness and amenity of an area
 - ii. The amenity of future residents on the site and in the surrounding area
 - b. Meet relevant design standards and guidance set out in the emerging Housing Design Guide Supplementary Planning Document;
 - c. Meets the requirements of Policy H12.
 - d. Be of sustainable design and construction, incorporating best practice in resource efficiency, energy reduction and climate resilience measures;
 - e. Be designed to provide functional, adaptable and accessible spaces;
 - f. Provide appropriate and accessible on-site facilities for the storage, separation and collection of all types of waste and recycling; and should be located and screened to avoid nuisance and adverse impact on visual amenity and the public realm;
 - g. Provide private outdoor space, for example gardens, balconies, roof terraces and/or communal gardens in accordance with policy H16;
 - h. For housing developments of 10 homes or more and where appropriate, proposals should incorporate good quality and accessible play and recreation provision for all ages or identify alternate existing provision within an appropriate distance to the development. Play space provision will be expected to meet the genuine needs of residents and designed to be welcoming, safe, accessible and inclusive for a range of ages and needs, in particular disabled and neurodiverse users;
 - i. Provide access to public open space in accordance with Policy H17; and
 - j. Should, where appropriate, seek to include enhanced provision of green infrastructure, including the quantity and quality of landscaped areas, trees and seek the delivery of biodiversity enhancements.
2. All new housing development should maximise the provision of dual aspect homes and avoid the provision of single aspect homes. Where it is robustly demonstrated that dual aspect is not feasible, all single aspect units must:
 - a. provide a good level of daylight for each habitable room, and optimise opportunity for direct sunlight; and
 - b. ensure that the aspect is not predominantly north-facing and does not face onto main roads or other significant sources of air or noise pollution

Explanation

- 7.64 The design of housing development has a significant influence on the health, well-being and productivity of its occupiers, and in the formation of strong, vibrant and resilient communities. This policy therefore sets key requirements in respect of securing high quality housing that is designed to meet the needs and enhance the quality of life of all Liverpool's residents now and in the future. The Council will therefore seek to secure a variety of high-quality homes to meet the needs of different users in accordance with the housing policies in this Plan.
- 7.65 Homes should be designed to be flexible and adaptable, with particular regard to meeting the evolving needs of occupants and in creating sustainable housing development which can meet the changing needs of communities and future generations in line with other policies in this Plan.
- 7.66 Developers should explain and justify their response to the components of good design set out in this policy, elsewhere in this Plan and in other documents, in the Design and Access Statement to be submitted with their planning application.
- 7.67 A high-quality home should be designed to ensure there is sufficient space available for the activities of home-life, furniture, and movement. The size and design of internal and external spaces are an important consideration that can impact considerably on living conditions, and in this regard new housing development must seek to reflect the standards and guidance set out in the emerging Housing Design Guide SPD and the minimum space standards of the 'nationally described space standards'.
- 7.68 Where homes will be created from conversions or changes of use, the Council will apply the nationally described space standard flexibly taking into account the constraints arising from conversion of existing buildings, particularly listed buildings and other heritage assets. Applications for development that includes housing should be supported by a Design and Access Statement showing how the proposal performs against Policy H14 requirements relating to space standards and Policy H13.
- 7.69 For the purposes of this policy, a house or home is defined as a self-contained unit of accommodation where all of the rooms (including the kitchen, bathroom and toilet) in a household's accommodation are behind a single door and are not shared with other households. A cluster of non-self-contained household spaces at the same address is counted as a single home. Therefore, a dwelling can consist of one self-contained household space, or two or more non-self-contained household spaces at the same address.
- 7.70 A house is specifically defined as:
- Self-contained residential accommodation with direct access from the ground floor and no adjoining accommodation either above or below, such as detached, semi-detached, terraced, townhouse and mews dwellings;
 - Other forms of self-contained residential accommodation that would have a similar function to the above in category (i), having regard to the size and layout of their internal and external space, particularly in terms of the likelihood of them being occupied by households with children.
- 7.71 The Council expects developments to take opportunities to improve the external environment of residential developments and to provide suitable public open space within developments.
- 7.72 Where a development generates a need, the Council will seek to secure the suitable provision of play space for children and young people on-site or identify alternate existing provision within an appropriate distance to the development. Play space provision will be expected to meet the genuine needs of residents and designed to be welcoming, safe, accessible and inclusive for a range of ages and needs, in particular disabled and neurodiverse users.
- 7.73 The Council will expect housing developments to provide good sunlight and daylight amenity which meets or exceeds to all parts of the development and adjacent buildings and land (including any private amenity space);

Policy H15: House Extensions

Proposals for residential extensions will be considered acceptable where they:

1. Maintain or respond positively to the features which define the character of the original building in terms of design and detailing;
2. Use materials and details that match or complement the original building;
3. Relate well in scale and do not result in a disproportionate addition to the original building
4. Maintain or respond positively to the streetscene and do not dominate it
5. Do not have an unacceptable detrimental impact on neighbouring properties in relation to issues such as access to natural light, noise, outlook and overbearing impacts and light pollution
6. Do not cause unacceptable harm to the privacy of neighbours

Explanation

7.74 This policy sets out general principles for assessing applications for residential extensions and/or alterations to existing housing development, which must also seek to reflect the standards and guidance set out in the emerging Housing Design Guide SPD.

7.75 However, it should be noted that the policy and guidance is not seeking to require that all extensions necessarily copy the characteristics of the existing dwelling. There may be instances where a contrasting extension of a different character will provide a very successful design solution. In such instances a very high standard of design, detailing and materials are likely to be necessary, and it will still be important that the proposal is sympathetic to the character of the original dwelling and the streetscene.

Policy H16: Private Outdoor Amenity Space

1. All new housing development intended for permanent or long-term occupation should provide high-quality private outdoor amenity space to ensure that all residents have access to external amenity space, having regard to:
 - a. The type and size of the proposed development,
 - b. Site context and any physical constraints; and
 - c. Overlooking and noise
2. This space should be provided principally as gardens (for ground floor houses, flats and maisonettes) or balconies. Winter gardens, private communal gardens and roof terraces, accessible to all dwellings, may be used alternatively where it is demonstrably not feasible to provide private outdoor space for individual homes.
3. Outdoor private space provision must be of high-quality design including:
 - a. In terms of its shape, position and location within development proposals to ensure a good level of amenity with regard to daylight and sunlight, noise, enclosure, overlooking, privacy and security;
 - b. Ensuring it is for the genuine benefit of residents and appropriate to the scale, function and character of the development; and
 - c. Ensuring it is safe, inclusive, accessible, inviting and meet the genuine needs of residents. It should instil a sense of ownership and should be managed to ensure that it remains useful and welcoming to all residents.

Explanation

7.76 Access to private outdoor space plays an important role in the physical and mental well-being of people and makes an important contribution to the quality of home life and daily well-being. Having access to private outdoor space has a particularly positive impact on the lives of children, young people and the elderly. Private external space in a home provides direct access to fresh air, daylight and sunlight, and a place for clothes drying and provides essential spaces to relax, to socialise, to play in and to enjoy nature and wildlife.

7.77 Where it is acceptable to provide private outdoor space communally, the total space requirement must provide a level of communal outdoor space commensurate with the type and size of the accommodation and the households it is intended to serve, and must demonstrate that the space will be accessible, well maintained and managed adequately to be fit for purpose.

7.78 The creation of high-quality private outdoor spaces across all housing types is essential to reinforcing social cohesion and to enhancing the daily lives of residents and visitors of all ages. Housing that supports neighbourliness within and across communities will create safer, happier, more resilient communities.

Policy H17 Public Open Space in New Housing Development

1. The Local Plan will include policy in respect of requiring the provision of new public open space in new 'major' housing development. Residential development will be expected to ensure that a sufficient quantity, quality and accessibility of public open space is available to serve the genuine needs of new residents.
2. The policy will be based on the recommendations of the new Open Space study . It may also set standards within the city in respect of accessibility and quantum of different typologies as well as covering the following matters:
 - a. That the level of provision is proportionate to the size the proposal and the housing typology, and mix
 - b. The need to take into account the specific site context and character; and proximity to existing spaces
 - c. That the priority should be to provide on-site public open space unless it is clearly demonstrated and agreed with the Council that:
 - It would be more appropriate to provide or enhance open space off-site within the local area. In such cases the City Council will require a developer contribution based on the cost of providing, designing and establishing an equivalent area of high-quality open space; or
 - That there is a public open space within easy walking distance of the development proposal that would meet resident's needs in respect of quantity, quality and accessibility, taking into account the additional population arising from the development. In such cases development proposals should create links to the space.
 - d. That the public open space is provided in addition to private amenity space and landscaping and should provide unrestricted public access.
3. The policy will also set key design requirements and require proposals to align with the guidance set out in the Public Realm Strategy SPD. It is anticipated the policy will require the space to:
 - a. Be of high-quality design, integrated into the development site, multi-functional, inclusive and accessible to all;
 - b. Create or improve links with other green infrastructure and permeability with the wider area;
 - c. Maximise biodiversity benefits and access to nature;
 - d. Maximise sustainability benefits, including urban cooling and sustainable drainage, including the use of permeable surfaces;
 - e. Be designed to be safe, overlooked and accommodate and encourage physical activity for all, promoting walking, cycling and social interaction;
 - f. Provide opportunities for physical activity and play; and
 - g. Include a suitable long-term maintenance programme.

Explanation

- 7.79 It is intended that this policy will require residential development to incorporate high-quality on-site open space provision and make suitable arrangements for its long term management and maintenance as a first principle. In new major housing developments, providing open space on-site is often the best way to cater for the immediate open space needs of new residents that cannot be met by existing open space. Integrating open space within development sites also provides broader environmental benefits and it can help to contribute significantly to improving health and wellbeing as well as meeting the requirement of providing Biodiversity Net Gain.
- 7.80 It will also set key design requirements to ensure that the new public open space is integrated into the development site from the outset and provided to a high design standard and quality, thus providing multi-functional useable space that meets the needs of the residents, providing space to dwell, socialise, and play. The Public Realm Strategy SPD provides more detail in respect of these matters. The emerging Housing Design Guide will also set detailed guidance.
- 7.81 Private space in the form of front and back gardens or balconies for example, and landscaping alone, as required by other policies do not form public open space, and therefore would not contribute to meeting the requirements of this policy.
- 7.82 It will also be important for the policy to take into account the specific context and character of the site. For example, within the City Centre, in recognition of the fact that sites will frequently not have scope for the provision of large areas of on-site open space the policy will be clear that it is about providing high quality creative and imaginative solutions to deliver public and accessible open space or public realm on site.



CHAPTER

08

Vibrant, Sustainable, Healthy and Thriving Communities



08 Vibrant, Sustainable, Healthy and Thriving Communities

Introduction

- 8.1 Sustainable communities have at their heart good local services and facilities which promote social interaction, are safe and accessible and enable and support healthy lives. Liverpool City Centre, supported by a network of district, local and neighbourhood centres, provides a range of shops, services and community facilities.
- 8.2 The NPPF (Paragraph 98) requires that councils plan positively for the provision of social, recreational and cultural facilities and services the community needs. The value of social interaction within communities is identified, along with supporting healthy lifestyles through the provision of appropriate facilities.
- 8.3 The management and protection of existing facilities is just as important as the assessment of the need for new provision. Existing facilities which perform an important role in the local community should not be lost without replacement provision. In a similar manner, communities need to be protected against the proliferation of some uses which could have a detrimental impact on the quality of places and the range of services available to residents.
- 8.4 This chapter includes a range of policies which seek to ensure the creation of vibrant, sustainable, healthy and thriving communities. It is important to note that other policies throughout this Local Plan including with respect to Homes and Open Spaces will also contribute to ensuring this.

Protecting and Enhancing Communities

Policy TC1: Town Centre Uses in District, Local and Neighbourhood Centres

- 1. Proposals for town centre uses (as defined by National Planning Policy) within District, Local and Neighbourhood Centres/Shopping Parades will be permitted, provided that:
 - a. The scale is appropriate to the role and function of the particular centre;
 - b. Highway, traffic and servicing issues are satisfactorily addressed;
 - c. Residential amenity is not adversely affected;
 - d. It complies with the requirements of Policy TC5 Food and Drink Uses and Hot Food Takeaways Outside of the City Centre; and Policy QD11 (Shopfronts).
- 2. Development which secures the use of upper floors or underused/ vacant commercial units within centres, for residential development, will be supported. Re-use of a ground floor commercial unit should retain the shopfront.
- 3. The Regulation 19 Plan will identify appropriate in centre sites.

Explanation

- 8.5 Centres need a balanced mix of uses to create vibrant and viable hearts for their local communities. The NPPF defines town centre uses as a broad range of development types including retailing, leisure, cultural, recreational, night-time economy uses, office and commercial, and residential. By providing a wide mix of uses, Liverpool's hierarchy of centres as defined in Policy STP2 can be more resilient to economic changes especially in the retail and leisure sectors, and generate more activity and footfall.
- 8.6 It is important that proposals within centres are of a scale appropriate to the role and function of the centre. In respect of food and drink uses and hot food

takeaways, these can raise a number of different issues to other non-retail uses and therefore proposals for these uses are managed via separate policy.

- 8.7 Whilst they are not considered as town centres, neighbourhood centres and shopping parades provide an important function to the city's retail provision. In

order to ensure that these centres are protected and continue to function as accessible locations for shops and services supporting local residents, proposals for small scale town centre uses will be supported in these locations.

Policy TC2: Retail and Leisure Uses out of Centre

1. Retail and Leisure proposals including extensions, and proposals to vary or remove conditions in respect of the range of goods sold in retail units, outside the hierarchy of centres, including existing out of centre Shopping Parks, must demonstrate:
 - a. Compliance with the sequential approach. Sites should be considered in the following order:
 - i. In Centre Sites which should be thoroughly assessed for their suitability, availability and viability;
 - ii. Edge of Centre Sites with preference to accessible sites that are well connected to a centre;
 - iii. Out of Centre Sites with preference to accessible sites that are well connected to a centre.
 - b. That, for proposals which have a floorspace of 350sqm gross or over, there would be no significant adverse impact on any designated centre within the catchment area of the proposal including within an adjacent authority. For such proposals, impact on the following should be assessed:
 - i. Existing, committed and planned public and private investment in a centre or centres within the catchment area of the proposal; and
 - ii. Vitality and viability of centres, including local consumer choice, trade in the centre and wider area up to 5 years from the time the application is made.
 - c. In respect of edge-of-centre development, benefits for the centre, including how the proposal is/will be connected to the centre; and that the proposal is of an appropriate scale in relation to the size of the centre and its role in the hierarchy of centres; and
 - d. That the proposal is accessible by sustainable forms of transport
2. Where out-of-centre retail and leisure development is permitted, but where evidence demonstrates that a significant change in its format or sales offer would be likely to harm an existing centre, the Council may use planning conditions or seek a planning obligation to control relevant aspects of the scheme to prevent that harm from occurring. Such aspects could include the type and mix of retail floorspace, range of goods sold, size of units, unit subdivision and the amount of gross and net floorspace.
3. Where an application for an out of centre non-retail proposal is considered acceptable, the City Council will use planning conditions, where appropriate, to restrict its use to that proposed.

Explanation

- 8.8 The NPPF requires local authorities to apply a sequential test for proposals for town centre uses located outside of defined centres.
- 8.9 Main town centre uses should be located within town centres first, then edge of centre locations and only if suitable sites are not available or are not expected to become available within a reasonable timeframe, should 'out of centre' sites be considered. The Council's priority is to focus new investment within the defined

hierarchy of centres to provide a sustainable and accessible distribution of shops and services for local communities. Development outside defined centres may have an impact on the vitality and viability of centres.

- 8.10 It is recognised that developers may come forward with retail and leisure proposals outside of the hierarchy of centres, including within existing Shopping Parks and edge-of-centre locations, over the time frame of the Local Plan. The existing shopping parks are Liverpool

Shopping Park (Edge Lane), New Mersey, Hunts Cross, and Stonedale Crescent Shopping Parks. This policy requires proposals increasing the quantum of retail or leisure floorspace, or vary or remove conditions including in respect of the range of goods being sold, to comply with the NPPF's sequential approach.

For edge of centre and out of centre sites, preference will be given to sites that are well connected to nearby

centres, for example located close to public transport services or walking and cycling routes. For sites located within centres, these should be thoroughly assessed for their availability, suitability, and viability. Flexibility, including in respect of the format and scale of the proposal, should be demonstrated. Likewise, the Council will be mindful of the requirements of the proposal and of any identified operator.

Policy TC3: Community Facilities

1. Planning permission will be granted for the provision of a new community facility where it is demonstrated that the proposal:
 - a. Is located within the City Centre, or a District, Local or Neighbourhood Centre; or
 - b. Is required to meet a clearly identified local need; and
 - c. Is close and accessible to the community it serves by a range of sustainable transport modes including walking, cycling and public transport; and
 - d. Will not have an adverse impact on residential amenity. Hours of opening should be appropriate to the specific location and appropriate car parking should be provided or be available; and
 - e. Is within a building which is flexible, adaptable, and capable of housing multiple complementary uses.
2. Development that would lead to the loss of an existing community facility will only be permitted where:
 - a. there is no demonstrable current or future need or demand for the space, either in its current use or any alternative community use, as evidenced by clearly and sufficiently promoting the site for community uses for a minimum period of 6 months; and
 - b. the premises are no longer suitable to continue in community use; or
 - c. if replacement provision, that meets current and future needs, is provided in an appropriate location.
3. Proposals for 'major' new residential development should demonstrate that it will be served by accessible and appropriate social infrastructure including health and education facilities and will be expected to fund new or expanded facilities where required to meet the needs of the new residents. The City Council will use planning obligations to support the delivery of community/ social facilities including education and health uses.

Explanation

8.11 Community facilities cover a wide range of uses which provide for the local community's daily needs, or which support community health and wellbeing. For the purposes of this policy, they provide for the health and wellbeing, social, educational, spiritual, recreational, and cultural needs of the community, and include care facilities, day nurseries, hospitals, health centres and doctor's surgeries, libraries, community centres, places of worship, galleries, museums, and theatres. Such facilities are often at the heart of local communities and contribute to creating sustainable places.

8.12 The policy requires community facilities to either be located within centres or to meet a specific need, including the need which arises from new development. Proposals that do not meet these requirements will normally be refused. Locating community facilities within centres ensures that they are accessible and can contribute towards the centre's vitality and viability. However, some community facilities serve more specific catchment areas, such as doctors surgeries, health centres, scout halls and clubrooms and these would be more appropriately located close to the population they serve, which may not necessarily be within the defined centres.

- 8.13 When a development proposal would lead to the loss of an existing community facility it should be demonstrated that there is no current or future need or demand for the space and that the premises are no longer suitable. If there is a current or future need/demand for the facility, then replacement provision should be provided, and this should be of at least equal quality, of a suitable size and should be provided in an accessible location for its existing users.

Policy TC4: Meanwhile Uses

1. The City Council will support the temporary re-use of vacant or underutilised land and buildings for meanwhile uses, where such proposals:
 - a. Are part of the phased development of major development sites and within other vacant sites and premises where a longer-term use is still being resolved;
 - b. Complement the character, function, and vitality of the area in which it is located;
 - c. Do not compromise public safety, amenity, or the well-being of local communities;
 - d. Are designed to be reversible and do not prejudice the long-term development potential of the site;
 - e. Demonstrate how they will contribute positively to placemaking, support the local community, contribute to the vibrancy of the area and economic activity during the interim period; and
 - f. Do not propose and/or include car parking.
2. Applications should be accompanied by a 'Meanwhile Use Strategy', setting out:
 - a. The intended duration and phasing of the use;
 - b. Management and maintenance arrangements;
 - c. Measures to ensure accessibility, safety, and inclusivity, and;
 - d. Details in respect of returning the site to its previous condition if required.

Explanation

- 8.14 Allowing appropriate temporary uses and/or the more efficient use of vacant buildings and sites could assist in enhancing the vibrancy of local communities, the protection and enhancement of the City's heritage assets, enable environmental enhancement, activate public spaces and provide community and economic benefits. Temporary uses could include community support facilities, business start-ups, pop-up shops, art projects and exhibits, cultural/ tourist facilities, food growing and the use of public realm and open spaces for public events, festivals and shows. Car parking is not an appropriate meanwhile use. It is important to ensure that temporary uses do not have

any detrimental impacts for example on residential amenity and established uses, and do not prejudice the long-term development of the site or building. This policy therefore sets out a number of criteria against which proposals will be assessed.

Policy TC5: Food and Drink Uses and Hot Food Takeaways Outside of the City Centre

1. In determining proposals for Food and Drink uses in district, local and neighbourhood centres under Use Class E (b), as well as pubs and bars, account will be taken of the number, distribution and proximity of other food and drink uses within the centre, including those with unimplemented planning consent.
2. Planning permission for a Hot Food Take-away will be granted within district, local and neighbourhood centres, provided it is successfully demonstrated that:
 - a. It would not result in more than 10% of units within the centre being hot food take-aways;
 - b. It would not result in more than 2 adjoining hot food take-aways in a frontage length; and
 - c. It would not result in less than 2 non-hot food take-away units between individual or groups of hot food take-aways.
3. Planning permission for hot food take-aways within 400m walking distance from a pupil entrance of a school either within or outside Local Education Authority control or with 400m of another facility where children and young people congregate will be refused.
4. Planning permission for a hot food takeaway will be refused in locations where there is evidence that a concentration of such uses is having an adverse impact on local health, pollution or anti-social-behaviour.
5. Proposals for all food and drink uses including hot food take-aways both within and outside district, local or neighbourhood centres should demonstrate that:
 - a. There would be no adverse impact on residential amenity in terms of noise, customer activity, vibrations, odours, traffic disturbance and litter;
 - b. The hours of operation are appropriate for the location. Hot food take-aways will not be allowed to operate outside 11.30pm in District and Local Centres, and 11pm elsewhere in the City including neighbourhood centres;
 - c. Traffic and parking implications are satisfactorily addressed, the proposal is accessible by all forms of transport and that there would be no adverse implications for highway safety;
 - d. Appropriate fume extraction systems and/ or noise insulation are provided;
 - e. An appropriate location for commercial trade waste, including recycling facilities has been identified. Bins must be contained and accessed from within the curtilage of the premises and should be stored to not cause odour nuisance, be convenient for refuse collection and be screened to protect visual amenity. Any bin provision should be retained in perpetuity; and
 - f. It would not increase the potential for crime and anti-social behaviour in the area. Applications for hot-food take-aways should be supported by a Crime Prevention Statement or a Site Management Statement.

Explanation

8.15 In recent years there has been a growth of food and drink uses, including hot food take-aways, within the City including within Liverpool's centres. While these uses fill vacant units, may add to the diversity of uses, and offer a popular facility for local communities, it is important that such uses do not harm the character of a centre or impact negatively upon the amenity of local residents, generating litter, noise, traffic and odours. Hot Food Take-aways can undermine the retail function and general attractiveness of a centre and can lead to inactive frontages during the daytime. They can also raise issues around anti-social behaviour and health concerns.

8.16 Policy TC5 seeks to protect the vitality and viability of centres by managing the concentration of hot food takeaways. Concentration will be calculated as a percentage of the total number of ground floor units within a centre. In centres where 10% represents less than a single unit, a single takeaway unit would be allowed. If a proposal takes the centre over the 10% threshold or the centre already has 10% or above of hot food takeaway uses, proposals will normally be refused. The City Council will expect applicants to submit evidence in respect of the current total number of hot food take-aways in the centre. The City Council will use this information together with its own data regarding

extant planning permissions and total number of units in the centre to determine the appropriateness of the proposal. For the purposes of this policy, frontage length is a continuous row of shop frontages within a street which is uninterrupted by any features which could be perceived as a physical or visual break such as roads, footpaths or lengthy blank walls. Policy TC5 is concerned with assessing proposals for other food and drink uses, where permitted development rights do not apply. Account will be taken of the number, distribution and proximity of other food and drink uses, to ensure no detrimental impact on the vitality and viability of the centre.

Table 8 Examples of businesses that would be classed/ not classed as hot food take-aways

Examples of shop types classed as Hot Food Takeaway Uses	Examples of shop types NOT classed as Hot Food Takeaway Uses
Fried Chicken Shops	Restaurants
Fish and Chip Shops	Cafes
Pizza shops	Public houses
Chinese, Indian, or other takeaway shops	Wine bars
Kebab shops	Night clubs
Food establishments with drive through, unless ancillary to use as a restaurant or café	Bistros, bakeries, and sandwich shops

Health Concerns

8.17 In Liverpool the recorded obesity rates in children are higher than the national average. In 2022/2023 for 10-11 year olds it was 28.1% compared to 22.7% nationally. Whilst obesity cannot be directly attributed to hot food take-aways, diet is a contributory factor and given health concerns in the City, specifically children's health, it is considered appropriate to restrict proposals for hot food takeaways within a 400m exclusion zone around all schools. A distance of 400m is used as this is considered a reasonable walking distance in respect of how far children would be prepared to walk to such uses. If a 400m zone cuts through a building or site, the whole site will be considered as within the exclusion zone.

8.18 This approach accords with NPPF, paragraph 97. Proposals will also be refused where they give rise to health, pollution and anti-social behaviour concerns.

Residential Amenity

- 8.19 The policy seeks to ensure that residential amenity is protected in proposals for new food and drink uses, including hot food takeaways. The protection of living conditions of residents living near to any existing or proposed food and drink uses will form a major consideration in assessing applications for such uses. In particular, very careful consideration will be given to occupiers of flats above food and drink uses. The City Council encourages such premises to be occupied by those working in the ground floor use.
- 8.20 Food and drink uses can generate unacceptable levels of noise, litter, vibrations, odours, and traffic disturbance (from both customers and delivery vehicles). It is therefore important to manage such uses. For example, activities within hot food takeaway businesses can often peak at times when surrounding background noises are low, such as when neighbouring shops and services are closed. These problems are also intensified where there is a concentration of such uses. When planning permission is granted, the City Council will use planning conditions to define the appropriate opening hours. Hours of operation refers to when the premises are open for business including counter sales and / or internet and telephone orders. Where a licence is needed the hours of operation should accord with the planning permission.
- 8.21 The potential impact of food and drink uses on highway safety is also an important consideration in the determination of planning applications. Hot food takeaways generally attract a high proportion of customers who travel by car and who require short-stay parking, often at peak times such as lunchtime and evenings. Delivery vehicles associated with takeaways can also add to this peak-time vehicle activity. All vehicle movements have potential to impact on traffic flows and highway safety on the nearby road network and to increase demand for on-street parking, especially where there is insufficient local parking. This can create a nuisance for neighbouring occupiers and nearby residents.
- 8.22 With regard to odour extraction systems, applicants must submit details of the size, design, siting, finish, acoustic treatment, and odour abatement techniques

of the fume extraction system with all planning applications for food and drink uses establishments.

Crime and Anti-Social Behaviour

8.23 The potential for crime or anti-social behaviour which could result from a proposal can be a material consideration in the determination of planning applications. In some cases hot food takeaways can become hot-spots for anti-social behaviour, especially at night. In order to reduce the potential for anti-social

behaviour a Crime Prevention Statement or a site management plan should be submitted in respect of proposals for hot food takeaways. Where there is clear evidence of crime and anti-social behaviour incidents in the area within which the proposal is to be located, the applicant may be asked to contribute towards safety and security measures or install surveillance measures such as CCTV.

Policy TC6: Betting Shops & Adult Gaming Centres

1. Planning permission for new betting shops and Adult Gaming Centres will only be granted in designated District centres as identified within the retail hierarchy (See Policy STP2) and where:

a. It would not result in a clustering of betting shops and/or adult gaming centres to the detriment of the character, function, vitality and viability of the district centre or would have an adverse impact on the standard of amenity within the centre. It is anticipated that at regulation 19 stage the local plan will set thresholds in respect of clustering;

b. It would not result in two or more consecutive betting shops and/or adult gaming centres in any one length of frontage. Where betting shops already exist in any length of frontage, a gap of at least two units shall be required before further betting shop uses will be permitted in the same frontage; and

c. It would not contribute to the prevalence of health deprivation in the area, including poor health associated with gambling.
2. Proposals for betting shops and adult gaming centres will not be supported within Local and Neighbourhood Centres.

Explanation

8.24 There is increasing awareness about the harms that can be caused by gambling and its impact on families and local communities, as well as the individuals directly affected by it. The prevalence of and popularity of gambling premises can be linked to problematic gambling. The Liverpool 2040 health report that communities in Liverpool continue to experience high levels of poor health and wider harms related to tobacco, alcohol, drug use, poor diet, low levels of physical activity and gambling.

8.25 This policy seeks to provide guidance on appropriate locations for new betting shops, having regard to the number of similar premises in the vicinity. There is evidence that betting shops are clustered in areas of deprivation. Limiting the overall number of betting shops in an area will help promote healthy communities and ensure that the character, vitality and viability of Liverpool's centres is protected. This policy directs betting shops to District Centres to avoid concentrations in locations that would be more accessible to local communities.

Policy TC7: Development and Management of Short-Term Let Accommodation

A policy will be included in respect of short term lets. It is anticipated that this policy will cover the following matters:

- a. Concentration of short term let accommodation within neighbourhoods
- b. Impact on neighbourhood character
- c. Ensuring no loss of family dwellings
- d. Impact on residential amenity, including noise, anti-social behaviour, or parking pressure.
- e. Provision of suitable waste storage and management; and
- f. Impact on commercial and business uses
- g. Impact on areas which are subject to regeneration programmes.

Explanation

8.26 Liverpool's dynamic tourism and cultural sector, including world-renowned football clubs, cultural festivals and events, museums, galleries, music venues and theatres, has led to a surge in short-term lets (STLs) in the City. While such accommodation supports the visitor economy, it can also impact local communities, and local housing availability. A policy will be included to ensure an appropriate balance between the economic benefits and community well-being and amenity.

Education and Health Care Facilities

Policy TC8: Development of Education Facilities

1. The development of education facilities for early years, schools, post-16 and SEND provision will be supported across the city where it is clearly demonstrated that it will meet an identified need for existing and future residents for additional school places
2. New education facilities must be:
 - a. Highly accessible to their intended catchment by walking, cycling or public transport;
 - b. Be located, designed and managed to minimise the impacts of traffic and car parking on the surrounding area;
 - c. Provide high quality facilities appropriate for the number and age range of students;
 - d. Include all facilities on site, including for outside play. If this cannot be provided due to site constraints, access to off-site facilities must be close by to minimize transport / supervision needs;
 - e. Be fully accessible for users (pupils, staff and visitors) to all school facilities (including lifts to upper floors);
 - f. Be of high quality design and appropriately respond to neighbouring buildings; and
 - g. Allow for community use of facilities outside of school hours
3. Redevelopment of redundant education sites will be considered in the context of demand for the existing facility to meet an alternative educational need in the City.

Explanation

8.27 The Local Plan seeks to ensure that future growth in Liverpool is supported by the timely delivery of necessary infrastructure required to support development, as set out in Policy STP6 and supported by the IDP. National Planning Policy Framework sets out that

'It is important that a sufficient choice of early years, school and post-16 places are available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should: a) give great weight to the need to create, expand or alter early years, schools and post-16 facilities through the preparation of plans and decisions on applications; and b) work with early years, school and post-16 promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted'

8.28 Increase in demand for school places is a significant pressure on existing levels of provision at both primary school and secondary school level and in provision for early years, post-16 and Special Educational Needs and Disabilities (SEND). New development in the city will place further pressure on education facilities and it is essential that increased demand is planned for as early as possible.

8.29 It is particularly important for families with children of primary school age to be able to access a school place for their children locally without having to travel significant distances and there will be a general presumption that the need for any education provision of this type arising out of new development will be provided within the immediate local area and be accessible by walking.

8.30 It should be noted that Policy TC8 does not apply to child care provision prior to children commencing nursery school at age 3/4 years.

Policy TC9: Residential Development and Education Provision

1. All new 'major' residential development must demonstrate that there is capacity within existing educational facilities to meet the needs of the new population. Where a residential development would contribute to or result in a projected shortfall in education places, it shall provide an increase in education places proportionate to the number of people aged 0-19 that it is likely to accommodate. This will typically involve making a financial contribution to the expansion of an existing education facility or the provision of additional education facilities in other locations that can meet the needs of the development. The degree of shortfall must take account of:
 - a. The number of pupils expected to be generated by the proposed development, having regard specifically to the number of units which are 2 bedrooms or greater.
 - b. The projected position in relation to the supply and demand situation for school places within a reasonable distance of the proposed development for primary school, secondary school, early years, post-16 and SEND provision.
2. For each relevant type of education provision, the scale of any financial contribution will be calculated using the following formula:

$$\text{Financial contribution} = \text{Pupil yield factor} \times \text{Cost per pupil place}$$
3. Where it is not practicable for the city council to expand capacity within existing education facilities sufficient to accommodate the additional requirement for education places that will be generated by a major development, and there are no alternative solutions available in this regard, the city council will negotiate, as appropriate, with developers to secure the setting aside of land to accommodate additional education provision.

Explanation

- 8.31 The provision of high quality education and education facilities are essential to the development of sustainable and inclusive communities. It will be vital to the sustainability of local neighbourhoods that new housing developments support the delivery of the additional education places for which they generate the demand, otherwise there may be problems of overcrowding and people may need to travel inappropriately long distances to access early years facilities, schools and further education colleges. This may involve residential developments making financial contributions to the provision of new places and/or setting aside land/space within the development for their provision.
- 8.32 The preferred approach is usually to expand facilities on their existing sites, but this is likely to be increasingly difficult as many buildings have already seen recent extensions. Consequently, some of the larger major developments will need to incorporate additional education provision within their sites.
- 8.33 The requirements set out in this policy are in accordance with the Department for Education's (DfE) Securing Developer Contributions for Education, August 2023. Consideration of the following two factors will indicate the degree of any shortfall in provision:
- The number of pupils expected to be generated by the proposed development, having regard specifically to the number of units which are 2 bedrooms or greater. In order to calculate this figure, the Council will use the Department for Education's Pupil Yield Dashboard: <https://department-for-education.shinyapps.io/pupil-yields-dashboard/>
 - The projected position in relation to the supply and demand situation for school places within a reasonable distance of the proposed development for primary school, secondary school, early years, post-16 and SEND provision.
- 8.34 For primary and secondary school provision, the level of contribution sought will then be calculated by multiplying the number of primary and secondary school pupils for whom capacity does not currently exist, or is forecast not to exist, against the cost of providing a primary and secondary school place. The cost of school places will be taken from the latest local authority school places scorecards published on the DfE's website: <https://explore-education-statistics.service.gov.uk/find-statistics/local-authority-school-places-scorecards>.

Contributions towards early years provision, post-16 provision and SEND will be requested where capacity does not currently exist, or is not forecast to exist. For early years, regard should be had for private sector delivery in recognition of the fact that not all early years provision will be delivered through the public sector. Contributions will be calculated in line with the latest

local authority school places scorecards, with early years provision being aligned with the cost of primary school places and post-16 provision aligned with the cost of secondary school places. The cost of SEND places will be calculated on a case-by-case basis depending on the particular type of provision required.

Policy TC10 Primary Health Care Facilities

1. The Local Plan will include a policy in respect of ensuring that development proposals ensure access to and provision of primary health care infrastructure. This policy will be informed by the emerging Infrastructure Delivery Plan.
2. It is anticipated that this policy will require the consideration of healthcare infrastructure requirements to follow the process as follows:
 - a. Assess the level and type of demand generated by the proposal.
 - b. Work with the NHS to understand the capacity of existing healthcare infrastructure and the likely impact of the proposals on healthcare infrastructure capacity in the locality.
 - c. Identify appropriate options with the NHS to increase capacity to accommodate the additional service requirements and the associated capital costs of delivery.
 - d. Identify the appropriate form of developer contributions.
3. It is anticipated that all areas that are subject to a masterplan under Policy QD1 will be required to ensure that appropriate provision is made for primary health care facilities.

Explanation

8.35 The City Council will work with the NHS and health care providers to ensure that the capacity of health and social care facilities in Liverpool increases in line with growing and changing needs. Improving the overall quality and, where needed, capacity of primary care facilities will be important to supporting good health and quality of life, and should also help to reduce pressure on hospital facilities. Maximising the accessibility of facilities to residents will promote their use, and so existing centres will often be a suitable location for them.

Policy TC11: Hazardous Substances

1. Planning permission and Hazardous Substances Consent (HSC) will not be granted for new development involving hazardous substances, or for the introduction of hazardous substances into existing development, unless all of the following criteria are met:
 - a. The City Council, in consultation with the Health and Safety Executive (HSE) and other relevant statutory bodies, is satisfied that the proposal does not pose an unacceptable risk to public health, safety, or the environment, in accordance with the Planning (Hazardous Substances) Regulations 2015 and relevant national guidance.
 - b. The proposed development is located such that there is no unacceptable risk to residential areas, schools, hospitals, or other sensitive areas.
 - c. It can be demonstrated that the proposal would not prejudice the future use of surrounding land for non-hazardous purposes.
2. Development proposals located within consultation zones defined by the HSE around existing hazardous installations or pipelines will not be permitted where:
 - a. The development would result in a significant increase in the number of people living, working, or congregating in the area; or
 - b. The development would otherwise introduce or exacerbate unacceptable risks to public safety or critical infrastructure.

Explanation

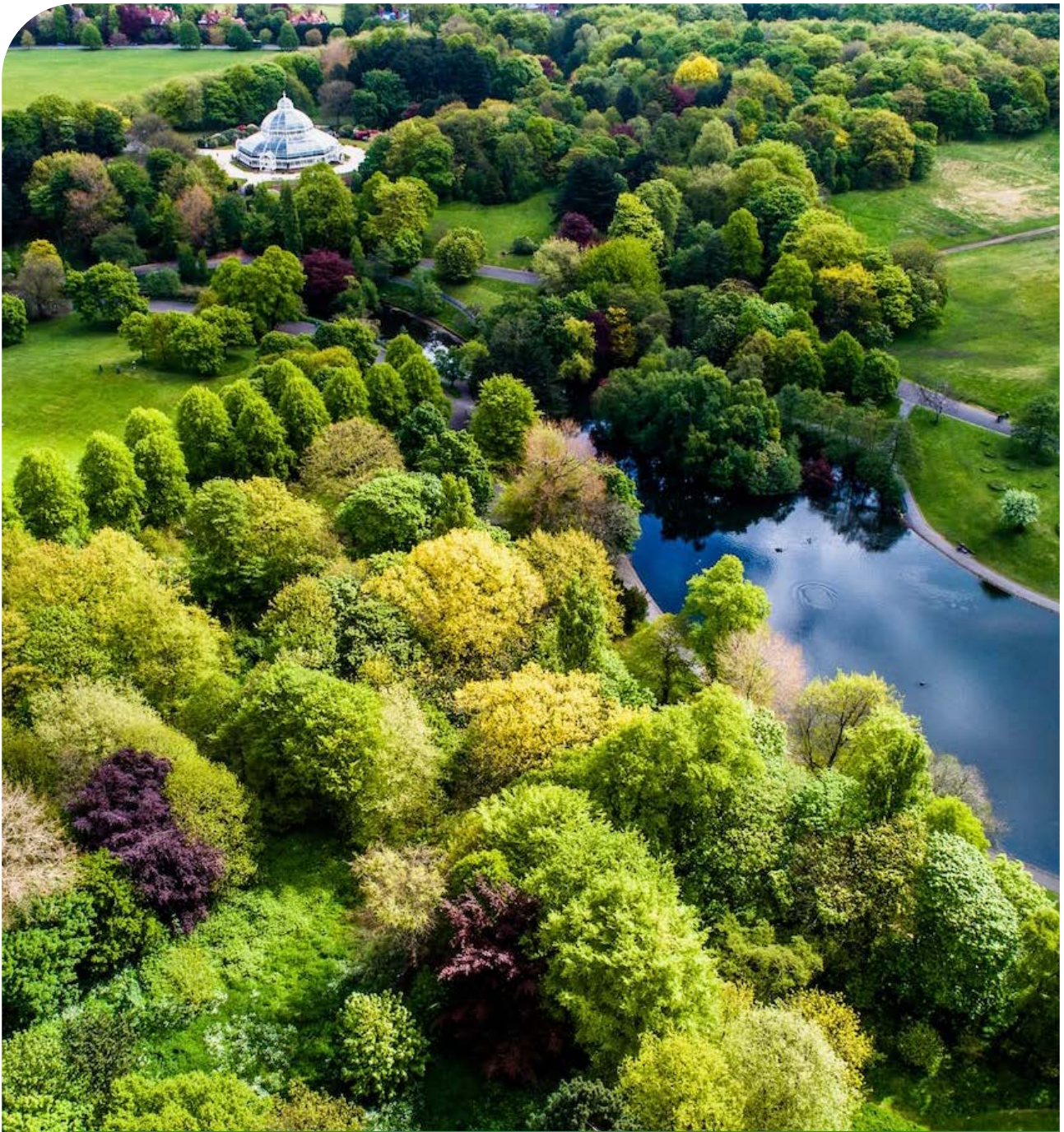
- 8.36 This policy seeks to protect public health and safety from hazardous substances. NPPF requirements stress the importance of Planning in the protection of the environment and the need to prevent harm and to protect the natural environment.
- 8.37 The Health and Safety Executive (HSE) is a statutory consultee for developments in the vicinity of major hazard sites by virtue of Article 16 of the Town and Country Planning (Development Management Procedure) (England) Order 2010. Planning authorities are required to take the HSE's land use planning advice into account when determining such applications and this advice should not be overridden without the most careful consideration.

Policy TC12: Pollution

1. New development (excluding construction activity) should not cause residents to suffer from noise, odours or other nuisance that would be harmful to living conditions or general wellbeing.
2. Development proposals which are likely to have a pollution impact should demonstrate that:
 - a. Appropriate measures are incorporated to avoid air, water, soil and noise pollution;
 - b. The impact of noise, vibration and lighting will not be significant. In respect of noise account will be taken of the following matters:
 - i. The location, design and layout of the proposed development;
 - ii. Existing levels of background noise;
 - iii. Hours of operation and servicing (where relevant);
 - iv. Measures to reduce noise within the development to acceptable levels, including external areas or screening with vegetation where possible; and
 - v. The need to maintain adequate levels of natural light and ventilation to habitable areas of the development.
 - c. The proposal will not undermine the achievement of Air Quality Management Area (AQMA) objectives and the emerging Clean Air Plan; and
 - d. It will not lead to a significant decline in air quality including not resulting in air quality exceeding statutory maximum limits.
3. With regard to development that is sensitive to pollution (agent of change):
 - a. In areas of existing noise or other types of pollution, new development sensitive to the effects of that pollution should include measures to mitigate the impact of the existing pollution on future occupiers.
 - b. New development sensitive to pollution will not be permitted where the presence of that sensitive development could threaten the ongoing viability of existing uses that are considered desirable for reasons of economic or wider social need, such as music venues and industrial uses, through the imposition of undue operational constraints
4. Where existing uses adversely affect the environment through noise, vibration, dust, smoke, fumes, smell, vehicle obstruction or other environmental problems the City Council will:
 - a. Refuse planning permission for proposals which would result in a consolidation or expansion of uses giving rise to environmental problems.
 - b. Impose appropriate conditions on any permission which may be granted and/or obtain legal agreements in relation to such a permission in order to regulate uses.
5. New development proposals close to existing uses which are authorised or licenced under pollution control legislation, and which are a potential nuisance to the proposed development, will not be permitted unless the City Council is satisfied that sufficient measures will be taken by the developer to protect amenity and environmental health.
6. Major developments should incorporate measures to reduce and minimise air pollution.

Explanation

- 8.38 This policy seeks to ensure that development proposals in the City do not have unacceptable pollution impacts, including air, light, water and noise, and requires proposals to demonstrate this.
- 8.39 NPPF (Paragraph 199) states that planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan. The whole of Liverpool is currently an AQMA, and therefore it is important that development proposals do not impact on air quality management objectives in Liverpool. Air pollution can cause serious health problems and be harmful to our children in Liverpool. Liverpool City Council and its partners are developing a Clean Air Plan. As part of current statutory limits, Liverpool City Council need to ensure that air quality values do not exceed:
- An annual mean NO₂ concentration of 40 micrograms per cubic metre of air (µg/m³)
 - An hourly mean NO₂ concentration of 200 µg/m³, to be exceeded no more than 18 times per year
- 8.40 When assessing impact on air quality account should be taken of:
- The “baseline” local air quality; and
 - Whether the proposed development could significantly change air quality through construction and operation.
- 8.41 Light pollution is a particular issue where it can cause glare or other nuisance to the detriment of residential and visual amenity, as well as wildlife. Common causes of complaint about artificial light nuisance include domestic security lights, industrial and commercial security lights, sports lighting, car parks and commercial advertising. In such developments the lighting scheme must be carefully designed to protect amenity.
- 8.42 Noise/ vibration, dust or odour can impact on quality of life, health and the economy. Planning decisions can affect the experience of noise through the location of development in relation to noise generation such as roads and railways. National guidance sets out what levels of noise are considered acceptable. The policy aims to mitigate and minimise adverse impact on, and where possible improve, health and quality of life.
- 8.43 New development sensitive to pollution will not be appropriate where existing sources of noise or other pollution cannot be satisfactorily mitigated. New development will also not be appropriate where it would prejudice the viability of other important land uses by reason of its sensitivity to pollution. Residential development, for example, will not usually be appropriate in locations where the presence of residential uses is likely to give rise to the imposition of undue operational constraints on existing music and night time economy venues or industrial uses that might prejudice their ability to continue operation.
- 8.44 With regard to Part 4 of the policy, the provision of mitigation measures should be proportionate, and will depend on the location and type of development and the likely impact on air quality. Example of mitigation measures include trees and green infrastructure and provision or promotion of sustainable transport modes.



CHAPTER

09

Liverpool's Biodiversity, Green and Blue Infrastructure



09 Liverpool's Biodiversity, Green and Blue Infrastructure

Introduction

9.1 Liverpool has a significant green and blue infrastructure resource which contributes to the character and environmental quality of the City. Green Infrastructure is defined in NPPF as a network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity. This network in Liverpool includes land in both public and private ownership, including the City's parks, local wildlife sites, playing fields, sports grounds, allotments, street trees, hedges, cemeteries and private gardens, green corridors such as the Liverpool Loopline and its water spaces, including the River Mersey, the Leeds Liverpool canal, park lakes and water courses.

9.2 These assets must continue to be protected and opportunities need to be taken to enhance their function and value, including improving linkages between them, through employing a green infrastructure approach.



Otterspool

Policy GI 1: Green Belt

1. The extent of the Liverpool Green Belt is shown on the Policies Map.
2. The construction of new buildings is regarded as inappropriate development in the Liverpool Green Belt, subject to the exceptions set out in the National Planning Policy Framework and will not be approved except in very special circumstances.
3. Certain other forms of development, as listed in the National Planning Policy Framework, are not inappropriate in the Liverpool Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it.
4. When considering planning applications for inappropriate development in the Green Belt, the City Council will give substantial weight to any harm to the Liverpool Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.
5. When located in the Liverpool Green Belt, elements of many renewable energy projects will comprise inappropriate development. In such cases developers will need to demonstrate very special circumstances if projects are to proceed. Such very special circumstances may include the wider environmental benefits associated with increased production of energy from renewable sources.

Explanation

- 9.3 This draft version of the local plan includes a Green Belt policy, however this may be removed if provision is made within National Development Management Policies and these emerge imminently as expected.
- 9.4 The Green Belt boundary will be identified on the Policies Map in the Regulation 19 Local Plan. No amendments are proposed to that set out in the adopted Local Plan (2022).
- 9.5 Development proposals in the Green Belt are subject to the requirements of national planning policy. Whilst the construction of new buildings, is generally regarded as inappropriate in the Green Belt, the National Planning Policy Framework (2024) sets out a number of exceptions to this, as follows:

"A local planning authority should regard the construction of new buildings as inappropriate in Green Belt. Exceptions to this are:

- buildings for agriculture and forestry;
- provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;
- the extension or alteration of a building provided

that it does not result in disproportionate additions over and above the size of the original building;

- the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- limited infilling in villages;
- limited affordable housing for local community needs under policies set out in the development (including policies for rural exception sites); and
- limited infilling or the partial or complete redevelopment of previously developed land (whether redundant or in continuing use (excluding temporary buildings), which would
 - not have a greater impact on the openness of the Green Belt than the existing development; or
 - not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority

Certain other forms of development are also not inappropriate in Green Belt provided they preserve the

openness of the Green Belt and do not conflict with the purposes of including land in Green Belt. These are:

- mineral extraction;
- engineering operations;
- local transport infrastructure which can demonstrate a requirement for a Green Belt location; the re-use of buildings provided that the buildings are of permanent and substantial construction; and
- development brought forward under a Community Right to Build Order or Neighbourhood Development Order.”

9.6 The NPPF (2024) introduced the concept of ‘Grey Belt’ which is defined as previously developed land in the Green Belt, or land within the Green Belt which does not strongly contribute to any of purposes (a), (b), or (d) as set out in Paragraph 143 of the framework. Paragraph 155 sets out further exceptions for development which should not be considered as

inappropriate in the context of ‘Grey Belt’:

“The development of homes, commercial and other development in the Green Belt should also not be regarded as inappropriate where:

- a. The development would utilise grey belt land and would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan;
- b. There is a demonstrable unmet need for the type of development proposed;
- c. The development would be in a sustainable location, with particular reference to paragraphs 110 and 115 of this Framework; and
- d. Where applicable the development proposed meets the ‘Golden Rules’ requirements set out in paragraphs 156-157.”

9.7 This Local Plan does not identify any Grey Belt in Liverpool.

Policy GI 2: Green Wedges

1. **The City Council will protect the open character, landscape, recreational and ecological quality of the Green Wedges at Calderstones/ Woolton and Otterspool by not granting planning permission for proposals for new development which would affect the predominately open character of the Green Wedge or reduce the physical separation between existing built up areas.**
2. **Where part 1 of this policy is satisfied new built development, including conversion and/or extension must:**
 - a. **Have regard to the openness of the Green Wedge and the purpose of including land within it;**
 - b. **Use materials and built form sympathetic to the character of the area;**
 - c. **Provide and maintain a high standard of landscaping; and**
 - d. **Retain existing vegetation and special features where appropriate.**

Explanation

9.8 NPPF defines green infrastructure as ‘a network of multifunctional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities’. The Green Wedge designation reflects this as they are a multifunctional network of open spaces. It recognises their environmental and amenity value as “green lungs” in the City which provide a range of benefits including recreational, visual amenity, wildlife and climate change. Green Wedges are an important local designation providing a network of green

infrastructure assets of high environmental value. They represent a unique local solution to protecting green infrastructure assets of city wide value and managing growth.

9.9 The Otterspool and Calderstones/ Woolton Green Wedges include a combination of open spaces, such as public and private playing fields, public parks and gardens, cemeteries, golf courses, institutional uses set in extensive grounds and allotments. They provide a “green lung” and countryside experience within the City and a physical and visual break between residential areas. They contribute to ensuring that the

City offers high quality environments in these areas. The policy is designed to protect these extensive linked areas of open space which form significant elements in the City's overall structure and are as such are unique assets.

9.10 The Green Wedges provide a number of important area-wide functions:

- affording a valuable amenity for a large number of people;
- contributing to reducing the impacts of climate change;
- providing diverse recreational facilities, including opportunities for more passive leisure pursuits such as walking, nature rambles and school visits;
- providing a mature ecological environment for wildlife; containing buildings of historical, architectural and educational interest;
- providing large areas of open space allowing physical separation between existing built up areas; and

- giving the appearance of a 'parkway' approach to the City along particular transport routes.

9.11 Development should respond to the predominately open character of the Green Wedges and not reduce the physical separation between built up areas. In addition all development proposals must demonstrate that it is of a high quality, using design, scale, massing and materials sympathetic and respectful to its setting. The policy also sets a number of other requirements such as achieving a net gain in biodiversity in line with national requirements.

9.12 Certain types of activity may enhance the role of Green Wedges through, for example, the provision of further recreation facilities. The most appropriate means for protecting the fundamental character of Green Wedges however, is through the retention of land in open uses or for recreational activities.



Calderstones Park

Policy GI 3: Protection of Open Space

1. Proposals for development on open space, sports and recreational buildings and land, including playing fields, parks and gardens, allotments, amenity spaces, green corridors, recreational routes and public rights of way will not be acceptable unless:
 - a. An assessment has been undertaken which clearly shows the open space, buildings or land to be surplus to requirements. This should include an assessment of all its specific open space functions/ value, taking account of current and future demands where appropriate including:
 - i. recreational function both formal and informal;
 - ii. visual amenity and structural value in terms of key vistas into and across the site; key frontages which are visible from a Public Highway; links to adjoining open spaces and contribution to the green corridor network; and important trees and landscaping features;
 - iii. food growing function.
 - b. the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location;
- or
- c. the development is for:
 - i. alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use; or
 - ii. The proposal is ancillary to the use of the site for outdoor sport and recreation which would lead to improved access to, or use of such facilities.
3. Proposals for sport and recreational uses should have regard to the relevant sport specific design guidance produced by Sport England.
4. A development proposal on an open space used for educational purposes should demonstrate that it is required for educational use, or if an alternative use is proposed that the open space is demonstrated to be surplus requirements in accordance with part 1(a); and suitable and convenient alternative recreation provision is available or will be provided in accordance with Part 1 (b) of this policy.
5. Development proposals which would sever a public right of way or recreational route, which the Council considers should be retained, will only be permitted if the developer can demonstrate that an acceptable and equivalent alternative is provided. The Council will support and encourage the appropriate creation or improvement of links from new development to existing rights of way, to encourage active and sustainable travel and recreation.

Explanation

9.13 NPPF defines open space as 'All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity'. The policy accords with national planning guidance by setting criteria for assessing development proposals against the intrinsic value and function of the open space. An open space study and Playing Pitch Strategy (2025) are currently under preparation and will inform the final wording of

this policy in the Regulation 19 Local Plan and the sites to which it will apply.

9.14 A network of attractive open space provides important opportunities for cycling, walking, sport and informal recreation. It makes the built-up areas of the City greener and more attractive, helping to support environmental upgrading and regeneration, and also improving the City's image. Open Space in the City can also assist in improving public health, which has some of the greatest health challenges in the country. A network of quality and accessible open spaces

can assist in increasing physical activity, improving air quality, providing opportunities for growing food locally, improving mental health and social cohesion.

- 9.15 The primary objective of this policy is to protect all types of open space in the City and retain the overall amenity value of open spaces in the City for the communities within which they are located. The objective of the policy is to set criteria against which development proposals will be considered. In respect of replacement provision, this should be within the vicinity of the application site.
- 9.16 In determining whether an open space can be considered surplus to requirements the site's recreational function is an important consideration. Protection and enhancement of recreational open space, which includes parks, playing fields and pitches, and children's play areas, is vital to ensure local communities have access to open spaces for recreation which can provide important health benefits.
- 9.17 The visual amenity and structural value of open space is a further consideration. Open spaces may not always have a recreational value, but they can still make an important contribution to the local area, especially if surrounded by a high density urban environment and thus have a visual amenity value. Open spaces can be visually attractive, contribute to townscape value, provide relief from the built up area, or provide buffers or screening of unsightly land uses. Some open spaces contribute to the character of an area, and their structural role in enhancing local identity should not be compromised. A space which has clear visual amenity and structural value will not be considered to be surplus to requirements. It is also important that development proposals do not adversely impact on this the City's green corridors network.
- 9.18 The food growing function should also be considered when assessing whether a site is surplus to requirements. Allotments represent one of the most intensive recreational uses of open land in the City. Allotments are an important facility for the community, providing opportunities for people to grow their own produce, enjoy a healthier lifestyle and a healthier diet, as recognised within the NPPF (2024). They also offer the opportunity for community interaction and provide environmental benefits through green space and wildlife habitats. Statutory allotments are protected under the Allotments Act 1925 which prescribes that consent from the Secretary of State must be obtained for disposal of land by a local

authority which they have appropriated for the use of allotments, if it is proposed to sell, appropriate or use that land for a use other than allotments.

- 9.20 The policy indicates that proposals which are ancillary to the use of the site for outdoor sport and recreation which would lead to improved access to or use of such facilities can be considered as an appropriate use on an open space. This is in recognition of the fact that enhancing the value of open space for sport and recreation purposes may require ancillary development, for example, to provide changing facilities. Any proposal for ancillary development on open space must demonstrate a need for the development, at the scale proposed, how it will contribute to enhancing the role of the open space or facility in encouraging physical activity, and also demonstrate that impacts on the rest of the open space resulting from built development will be minimised. Part 2 of the policy requires that proposals involving sport and recreation facilities should also demonstrate that due regard has been given to relevant sport specific design guidance.
- 9.21 School playing fields are often set in extensive grounds and form an essential part of the educational resource. The City's universities also have campuses which include open space assets. The City Council recognises that development for educational purposes may be required on school and university sites and will normally permit such proposals provided the school can meet its requirement for outdoor play space without having to bus children to alternative facilities elsewhere, the universities can continue to meet their need for sport facilities and the requirements of other plan policies can be met.
- 9.22 Liverpool's recreational routes network, including the Trans Pennine Trail, Mersey Way and Leeds Liverpool Canal, provides an important recreational facility. They open up areas of the City, enable people without a car to gain access to the countryside, and provide easily accessible informal recreational paths. The long distance paths also help improve the network of pedestrian and cycle routes, having important implications for health and wellbeing, the quality of the environment, as well as attracting visitors. It is important to protect this network of routes and development will only be permitted where an acceptable and equivalent alternative is provided.

Policy GI 4: Water Spaces

1. The City Council will support proposals which increase access along the Waterfront and which increase opportunities to allow for greater access to, interaction with, and recreational use of water spaces including the Leeds-Liverpool Canal, whilst ensuring the spaces and their settings are protected and enhanced.
2. Proposals for new development adjacent to a water space should demonstrate that account has been taken of its setting and should ensure that:
 - a. The design, detailing, materials, scale and massing of the development complements its location;
 - b. The site layout takes account of the relationship between the siting of buildings, parking and landscaping areas and the water space, to maximise the benefits of a waterside setting;
 - c. Public access to water space is maintained or enhanced;
 - d. Opportunities are taken to create or enhance green and blue infrastructure provision which contributes to enhancing visual amenity, biodiversity, and increased use of water spaces and their environs;
 - e. Any historical or industrial archaeological features relating to the water space are retained and restored;
 - f. Opportunities are taken to provide active frontages and provide uses linked to the use of the waterspace;
 - g. The structural integrity of the waterway corridor and its related infrastructure is protected and conserved; and
 - h. There are no negative consequences for, and where possible the development should enhance, the biodiversity value and water quality of the water space and surrounding environment.
3. Within Liverpool North all development proposals adjacent to the Leeds Liverpool Canal must facilitate access to and increase use of the Canal and maximise opportunities for connecting communities and businesses.

Explanation

9.23 Water spaces make an important contribution to the City's green infrastructure resource. The River Mersey, the Leeds Liverpool Canal and the docks along the Waterfront are the most significant water spaces in the City, and reflect the City's maritime heritage, having played an important role in its growth and development as a key port. There are also a number of park lakes and smaller rivers and brooks throughout the City. This policy supports proposals which would increase access along the waterfront and increase recreational use of the City's waterspaces. It also sets out a number of requirements that development proposals adjacent to waterspaces should meet.

9.24 The potential of the Leeds Liverpool Canal is significant. Policy STP2 focusses growth within the City Centre, City Centre Northern Fringes and Liverpool North. There is significant opportunity for the canal to support the regeneration of these areas through: development creating opportunities to activate it in a safe and inclusive way; the canal facilitating active travel, providing opportunity for recreation and providing access to nature for existing and future residents and thus contributing to positive health and well-being outcomes.

Policy GI 5: Nature Protection

1. Development which may result in a likely significant effect on an internationally important site must be accompanied by sufficient evidence to enable the Council to make a Habitats Regulations Assessment. Adverse effects should be avoided and/or mitigated to ensure that the integrity of internationally important sites is protected. Development which may adversely affect the integrity of internationally important sites will only be permitted where there are no alternative solutions and there are imperative reasons of overriding public interest and suitable compensatory provision is secured. This also applies to sites and habitats outside the designated boundaries that support species listed as being important in the designations of the internationally important sites.
2. Development which may cause direct or indirect significant harm to other designated sites of nature or geological conservation importance, Priority Habitats, legally protected species and / or Priority Species will only be permitted on:
 - a. National sites (Mersey Estuary Site of Special Scientific Interest (SSSI)): where there are no alternatives and where the benefits of development clearly outweigh the impact on the features of the site that make it of special scientific interest, and its broader contribution to the national network;
 - b. Local Sites (Local Nature Reserves (LNRs), Local Wildlife Site (LWS) and Regionally Important Geological/Geomorphological Sites (RIGS): where the reasons for and the benefits of development clearly outweigh the impact on the nature conservation value of the site and its broader contribution to the Liverpool City Region (LCR) Ecological Network;
 - c. Sites including Priority Habitats/ Irreplaceable habitats (including ancient woodlands and aged or veteran trees) where there are wholly exceptional reasons and a suitable compensation strategy exists.
3. Where it has been demonstrated that significant harm cannot be avoided, appropriate mitigation, replacement or other compensatory provision may be required.
4. Where significant harm resulting from development cannot be avoided, adequately mitigated or, as a last resort, compensated, then planning permission will be refused.
5. Development proposals which affect sites of nature conservation importance, Priority Habitats, legally protected species or Priority Species must be supported by an Ecological Appraisal and include details of avoidance, mitigation and /or compensation where appropriate.
6. The policy applies where development proposals in Liverpool may directly or indirectly affect sites with known conservation value in a neighbouring authority area.
7. This policy will apply to other sites recognised during the Plan period as being of nature conservation importance, including land provided as compensation.

Explanation

9.25 This policy, consistent with national policy, reflects the hierarchy of sites in the City, and sets out how each level of site will be protected. In Liverpool the hierarchy is as follows:

1. Sites of international nature importance;
2. Sites of national nature importance;
3. Sites of local nature and geological importance;
4. Priority habitats and species, and legally protected species.

9.26 The Mersey Estuary is designated a Ramsar Site and a Special Protection Area at European level, and a

Site of Special Scientific Interest at national level. Sites of local nature and geological importance in Liverpool are Local Wildlife Sites (LWSs), Local Nature Reserves (LNRs) and Regionally Important Geological/ Geomorphological Sites (RIGS). Local Wildlife Sites are considered to be of the highest ecological value in Liverpool, whilst Local Nature Reserves are sites of local special natural interest and where possible community and educational value. They must be managed to ensure their value is protected and enhanced. In Liverpool, RIGS include geological features such as outcrops or cuttings which will usually be robust enough to allow for the potential to integrate development and conservation. All sites in the hierarchy are set out in Schedule 12.1.

Table 9: Nature Sites and Geological Sites

Sites of International Nature Importance		
1.	Mersey Estuary Ramsar	21. Leeds-Liverpool Canal and adjacent sites
2.	Mersey Estuary Special Protection Area (SPA)	22. Loop Line and adjacent sites
3.	Sefton Coast SAC	23. Melrose Cutting
4.	Ribble & Alt Estuaries SPA and Ramsar site	24. Mersey Estuary SPA, SSSI & Coastal Reserve
Sites of National Nature Importance		
5.	Mersey Estuary (SSI) Sites of Local Nature Importance	25. Mill Wood and Alder Wood LNR
Sites of Local Nature Importance – Local Wildlife Sites and Local Nature Reserves		
6.	Allerton Cemetery	26. Netherley Woods and Brook
7.	Allerton Green Wedge	27. Otterspool Park and Gorge
8.	Banks Road and Garston Gasworks	28. Princess Park
9.	Calderstones Park	29. River Alt & adjacent sites through Gilmoos including Fazackerley WwTw
10.	Childwall Woods and Fields and Black Wood LNR	30. Sefton Park
11.	Cressington Heath	31. Speke Hall & adjacent land
12.	Croxteth Park, River Alt and adjacent sites through Croxteth	32. Stanley Sidings
13.	Eric Hardy LNR and Clark Gardens	33. Tramway Road grassland
14.	Everton Park and Nature garden	34. Woolton Wood, manor and Camp Hill
15.	Fazakerley Signal Works	Regionally Important Geological/ Geomorphological Sites
16.	Fazakerley Woods and Fields LNR	
17.	Former International Garden Festival Site	
18.	Jericho Lane grassland	
19.	Knowsley Brook	
20.	Lee Park Golf Course	
Regionally Important Geological/ Geomorphological Sites		
10.	Everton Park (South), Netherfield Road South, Everton - Outcrop	
11.	Rice Lane Flyover, Rice Lane, Walton - Outcrop	
12.	College Street North, Shaw Street – Road Cutting	
13.	Lime Street Railway Cutting – Railway Cutting	
14.	St James Cemetery, Liverpool Anglican Cathedral – Disused Quarry	
15.	Everton Quarry, Mark Street, Everton – Disused Quarry	
16.	Netherfield Road South, Everton - Outcrop	
17.	Notre Dame High School, Everton Valley - Outcrop	
18.	Childwall Wood - Outcrop	
19.	Wapping Railway Cutting, Chatsworth Street, Edge Hill – Railway Cutting	
20.	Wavertree Library, Picton Road - Erratic	
21.	Fazakerley Brook – Stream Section	
22.	Queens Walk, Anglican Cathedral - Outcrop	
23.	Riverside Drive, Dingle - Outcrop	
24.	Reynolds Park, Woolton Hill Road – Disused Quarry	
25.	Speke Shore - Cliffs	
26.	Herculaneum Bridge Public House – Sandstone Outcrop	
27.	Metropolitan Catholic Cathedral - Excavation	

9.27 Priority Habitats and Species are 'habitats and species of principal importance' for the conservation of biodiversity in England. They are identified as being the most threatened and in need of conservation action. Priority Habitats sit outside the designated site hierarchy, most are of local importance and others may be of national importance (e.g. Ancient woodlands). Legally protected species are those which have specific protection under legislation (e.g. badgers, bats and water voles). The 'biodiversity duty' includes Priority Habitats and Species.

9.28 For each level of the hierarchy, where there may be potential adverse effects on internationally important nature sites, or significant harm to other sites and Priority Habitats, the policy sets out the relative weight which will be given to the reasons for, and the benefits of development; and the impact of the proposal on the nature conservation value of the site and its broader contribution to the LCR Ecological Network. An Ecological Appraisal, which should be carried out by a suitably competent ecologist, must support planning applications which affect sites of nature importance and / or Priority Habitats and Species. Impacts can be both direct and indirect, including loss or physical damage of sites, disturbance to mammals and birds as a result of recreational pressure from an increased population or commercial development near sensitive areas for example, and impact on water and air quality which can in turn affect habitats and wildlife.

9.29 Away from the City, the Sefton Coast and Ribble & Alt Estuaries SPA and Ramsar site are the most

vulnerable European sites to recreational pressure in Merseyside, of which a significant proportion originates from Liverpool. Liverpool City Council has already commenced working with the other Merseyside authorities and Natural England to devise and implement a Recreation Management Strategy to protect all European sites in the Liverpool City Region from increased recreational pressure. Further details are set out in the explanation text to Policy STP8.

9.30 In addition to managing recreational visitor impacts, for development proposals that are likely to result in an increase of more than 1% of the Critical Load in nitrogen inputs into the Sefton Coast Special Area of Conservation (SAC) there should also be a suitable ecological appraisal to accompany the planning application. Such proposals are likely to include those which could increase traffic flows on roads within 200m of the SAC by over 1,000 vehicle movements per day or 200 heavy duty vehicle movements per day (in terms of annual average daily traffic flows). This might include housing developments of 200 or more homes, office developments of 7,000 m² or more, industrial estates of 15,000 m² or more, warehousing of 35,000 m² or more, hotels with 300 or more bedrooms and leisure facilities or exhibition centres of 9,000 m² or more.

9.31 Development proposals and the decision making process on planning applications should also take into consideration the fact that some habitats, such as ancient woodland and veteran trees, are irreplaceable because of their age and complexity and cannot be recreated once they are lost.



Croxteth Park

Policy GI 6: Tree Canopy Cover

1. All development proposals except householder and change of use applications should contribute to ensuring an increase to the tree canopy cover of the city. Each application should achieve 25% canopy cover within the red line boundary of the site.
2. Existing trees should be retained in preference to removal and planting of new trees, especially those of high amenity value.
3. Planning applications must be supported by a planting plan and a tree canopy cover plan based on a 50-year projection.
4. Any application for development on a site that is at or above 25% canopy cover must not result in a lower figure on the projected canopy plan than the existing cover.
5. To maximise the impact/quality/natural capital of new planting, the largest species size of tree suitable for the available space must be selected over numerous smaller varieties.
6. Where it is justified that the canopy cover target cannot be achieved onsite alternative green infrastructure using the Urban Greening Factor will be considered where the minimum appropriate factor must be achieved. Justification must be provided on submission and include evidence that tree planting is not feasible such as extent of open space, percolation test results and underground services surveys.
7. Where viability is identified as an issue, a site specific independent financial evaluation will be required to demonstrate to the Council that a development will be unviable as a consequence of complying with this policy.
8. Where it is demonstrated that neither the canopy cover or Urban Greening Factor targets can be attained, the developer will be required to contribute to tree planting offsite through the payment of a commuted sum pro rata to the deficit canopy area at a rate agreed with the Council.

Explanation

- 9.32 Tree canopy cover within urban areas provides a range of ecosystem services including biodiversity and climate change benefits such as increased habitat, increased rainwater control, and improved air quality. It also improves the quality, amenity value, and sense of place of an area as well as having positive health and well-being impacts.
- 9.33 The government has set a target for at least 16.5% of all land in England to be covered by woodland and trees outside woodland by 2050 through the Environmental Targets (Woodland and Trees Outside Woodland) (England) Regulations 2022. This builds on the previous target set in the 25 year Environment Plan and has been introduced to increase carbon sequestration to support the Climate Change Act 2019 commitment to reach net zero greenhouse gas emissions by 2050. A paper by Forest Research looking at 283 towns and cities of England recommended a minimum tree canopy cover target of 20% in towns and cities (Doick K.J., et al. (2017) The Canopy Cover of England's Towns and Cities: baselining and setting targets to improve human health and well-being). Other international research has recommended a

tree canopy cover target of 25% for urban residential and light commercial areas (Maco S.E. & McPherson E.G (2002) Assessing canopy cover over streets and sidewalks in street tree populations).

- 9.34 This policy sets out requirements for planning applications to increase canopy cover in similar terms to national targets and research, providing a measurable target that can be monitored. The policy will give weight to the retention of existing trees to discourage the clearance and replacement with new trees of lower value/stature. The policy also takes a sequential approach where by all proposals are in the first instance required to increase tree canopy, and then if the tree canopy target cannot be feasibly achieved the urban greening factor will be applied. Where it is robustly demonstrated that neither the tree canopy target or the urban greening factor can be achieved then the council will require a developer contribution in respect of off site provision.
- 9.35 The tree canopy cover is measured without any overlapping canopies so the area of cover plus the site area outside of tree cover is equal to the area of the red line boundary. The projected spread is a professional estimate and can be based on published information

such as the Hillier Tree Guide which covers most tree species and provides an estimate of canopy spread at 15, 25 and 50 years. The policy promotes the planting of larger species trees which provide significantly enhanced amenity and natural capital benefits over several smaller trees of the same area where this is feasible.

9.36 Application submissions must include:

- Planting plan to BS EN ISO11091 1999 Construction Drawings Landscape drawing practice showing the species and planting size of any new trees;
- Tree canopy cover plan showing any existing cover extent and projected 50 year growth spread of existing trees and new trees within the red line boundary. This should be completed by a landscape professional or arboriculturist.

Policy GI 7: New and Existing Vegetation

Existing Site Vegetation

1. Habitats of medium distinctiveness or higher as determined on the Statutory Metric should be retained.
2. Where there are trees present on or adjacent to a site, an Arboricultural Impact Assessment and/or where relevant an Arboricultural Method Statement carried out by a competent/qualified arboriculturist must be submitted alongside the planning application.
3. To protect and integrate existing trees and landscaping proposals must demonstrate that:
 - a. The tree constraints of the site have informed the site layout design to ensure that development is suitably integrated with trees. Any proposal that includes the loss of trees of high value (Category A, BS5837), high amenity or high ecological value such as ancient or veteran trees will be refused.
 - b. Site layouts of the proposed development show adequate spacing between the development and the existing retained trees, taking into account the current and future spatial requirement of the tree both above and below ground.
 - c. Site layouts for residential proposals show the location of existing trees within the garden area, specifically indicating the proportion of the garden area under the canopy of an existing tree. It will not normally be acceptable for the canopy of an existing tree to cover more than 50% of the private garden area.
4. For residential proposals, trees of high value or ancient/veteran trees should not be situated within single garden areas but are to be situated

in communal areas. In the event where this is not possible, justification must be provided as to why this cannot be achieved and mitigating measures to ensure the successful retention of the veteran must be proposed for consideration.

5. The City Council may consider including a clause to require a financial bond to secure protection of high value trees on an application site.

New Planting and Design

6. Where appropriate, depending on the character of the site and locality, new development should make provision on site for new and enhanced landscaping; and trees in accordance with Policy GI6.
7. Applications that include external landscaping must include a planting plan showing the extents of all proposed species, their planting sizes and numbers or density/percentage mix where appropriate (shrub, herbaceous or seeding).
8. New planting must be sustainable in the long-term, fit for purpose, and species selection must have regard to international, national, sub-regional and local biodiversity initiatives. Plant selection must provide a high-quality landscape and make a positive contribution to the landscape character of the site and surrounding area.
9. Planting sizes must be appropriate to the site, for individual trees (not woodland) the default minimum planting size is 12-14cm girth.
10. Layouts that include new streets must provide avenue tree planting to line the street and position the new trees in adoptable highway verges of at least 2.4m width or provide justification if such trees are proposed in private land.

11. Plant selection and design of the planted area should contribute to rainwater management of the site by minimising surface run off and maximising surface infiltration.

12. Proposed new trees within front gardens may be secured in the long-term by Tree Preservation order for continued public amenity and associated ecosystem service benefit.

Explanation

9.37 Trees, woodlands and landscaping are integral in creating places with a sense of character and local distinctiveness. They are an integral component of green infrastructure forming part of the network of natural habitats, improving the visual appearance of urban areas and providing opportunities for the positive use of green infrastructure for climate change, recreation, education, health, biodiversity and regeneration. Trees can help alleviate flooding and improve water quality when planted in the right locations. Interception by trees in urban areas can be critical in reducing the pressure on the drainage system and lowering the risk of surface water flooding.

9.38 This policy sets out the requirements with regard to retaining/ managing existing vegetation and trees and in respect of new planting. There is a presumption in favour of retaining valuable habitats as described by the UK Habitat Classification system and values assigned to these habitats in the statutory metric used in the biodiversity net gain process. In addition, from an amenity perspective there is a presumption in favour of retaining trees that are of high current or future amenity value; and/or high value as described in BS5837..

9.39 A developer should consult an independent arboriculturist at the outset, to produce a survey identifying any valuable trees on or adjacent to the site. This should be submitted as an integral part of the planning application showing the location of the trees relative to the proposed development, identify any impacts and detail how retained trees will be protected through the construction phase.

9.40 All new development should integrate important existing trees. Whilst it may be technically possible to build close to trees with minimal impact, it is not always appropriate to do so, development should not be positioned where windows and gardens would be excessively shaded impacting private amenity or where management operations to mitigate leaf fall or regular pruning is required to achieve acceptable clearances to the building. Such circumstances can be overbearing for new residents resulting in

inappropriate pruning or tree removal, a situation that should be avoided through design.

9.41 Whether or not a tree is a 'veteran' will be determined in part by the arboriculturist in carrying out the tree survey submitted in support of the planning application for the proposed development and also by the City Council's tree specialist when assessing the arboricultural aspect of the application. Paragraph 193c of NPPF (2024) includes "development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists". This policy aligns with the NPPF in providing clarity to applicants with regards to site layout. The Council does not maintain an inventory of veteran trees in its area and therefore veteran trees would be assessed within the application process when encountered on a case-by-case basis..

9.42 Where a development includes the retention of high value trees of significant amenity value it is essential that protection measures agreed through the planning process are implemented. Failure to comply with the Arboricultural Method Statement (AMS), other conditions imposed on the planning consent, or any other action which results in the loss of or damage to trees intended to be retained as part of the development, will result in enforcement proceedings or other appropriate action. Unfortunately, the nature of enforcement action is always reactive and takes place after often irreparable damage has been done. The policy introduces a proactive approach- where appropriate the LPA will request the depositing of a financial bond as part of a legal agreement which would be refundable on completion of development where protection measures are implemented correctly.

9.43 New hard surfaces within tree root protection areas have the potential to impact trees through compaction, restriction of gas exchange between roots and the atmosphere and water ingress to the soil. Specialist systems are available to mitigate this impact however they have implications for levels as they must normally be installed on a no-dig basis. To ensure that such proposals are feasible plans must be submitted

showing the existing and proposed site levels and how any new surface will integrate with existing surfaces such as highway crossings avoiding excessive gradients.

- 9.44 To ensure that new development both integrates with and enhances its surroundings, it is essential that the detailed design of new hard and soft landscaping is considered as part of the overall design of the development. A well-designed landscape is an integral part of successful developments of all types, whether individual dwellings, large residential schemes, or retail/commercial sites.
- 9.45 In addition to assisting the City adapt to climate change, for example by reducing run-off, consideration should be given to how the landscaping of a development will be affected by climate change. Species selection should take into account the long-term sustainability of the landscaping scheme, the need to ensure it is fit for purpose and not liable to collapse, the provision of a stable plant community, the heavy leaf fall of trees and the need to avoid certain species which are affected by sugar secreting aphid, within car parks or near seating areas.
- 9.46 Consideration must also be given to potential issues such as future shading and conflict with underground and overhead services. The City Council would expect that regard be had to BS4428: Recommendations for General Landscape Operations and the latest BS8545: Trees: from nursery to independence in the landscape.

- 9.47 With the introduction of biodiversity net gain and a tree canopy cover approach policy, new planting must be considered prior to determination and details must be included with the submission. Proposed planting details must include the correct botanical name, number and stock size (pot size/cm girth) with total numbers clearly identified on the plan(s). Where schemes include planting in adopted highway the submission must also include a survey of underground services and percolation test results. The latter cannot be secured by condition as the deliverability of the scheme will depend on the results of the surveys.

- 9.48 Paragraph 136 of NPPF (2024) requires that new streets are tree-lined, unless, in specific cases, there are clear, justifiable and compelling reasons why this would be inappropriate. The emerging Housing Design Guide will provide more detailed guidance. Front garden tree planting is important for the future public amenity of the street/locality and where appropriate will be secured by Tree Preservation Order to ensure the long-term retention of the trees.

Policy GI 8: Achieving Biodiversity Net Gain

1. All development, having regard to the exemptions specified in national legislation, must meet national requirements to demonstrate a minimum net gain in biodiversity of 10%, using the statutory metric, and secure any significant enhancements for a minimum of 30 years.
2. The biodiversity gain hierarchy set out in legislation must be followed and ecological enhancement or creation proposals should prioritise strategic habitat enhancement measures which will be set out in the LCR Local Nature Recovery Strategy, and which will ensure they have the most effective contribution to improving the Region's ecological network.
3. Any application subject to Biodiversity Net Gain must include the following information in addition to the statutory requirements:
 - a. Biodiversity Checklist
 - b. Draft Biodiversity Gain Plan- outlining how the application will meet the 10% biodiversity gain requirement.
 - c. Post Intervention Habitat Plan- locations of retained, enhanced and new habitats based on a landscaping scheme; and
 - d. Condition Assessment- habitat condition scoring for each relevant habitat compartment in the metric. Where the Small Sites Metric is being used this would only include proposed habitats.
4. If biodiversity net gain cannot be accommodated on-site then developers should seek to prioritise off-site investment on Gain Sites within the City in the first instance, followed by registered sites outside of the City boundary. Biodiversity credits will only be considered as a last resort and with agreement of the Council.
5. Any applications that provide significant on-site enhancements as determined by assessment, will be subject to a planning condition requiring the submission of a Habitat Management and Monitoring Plan, the implementation and monitoring of the plan secured by Section 106 Agreement and subject to a monitoring fee to ensure that any BNG is maintained and managed for a 30-year period. The monitoring fee should be made in a single upfront payment.
6. In respect of custom/self-build proposals the applicant must provide evidence of how the initial owner of the home has had primary input into its final design and layout. Any approval will also be subject to a legal agreement whereby if the property is sold or leased to any third party within a 5-year period following substantial completion, the initial owner will be required to provide the suite of BNG information noted in part 3 of this policy. The legal agreement will include an obligation to secure the funding of any off-site provision prior to secondary occupation. Retrospective baseline assessment will follow the metric degradation methodology where habitat details are not otherwise available. The City Council will provide compensatory habitat for any resulting shortfall in biodiversity units and costs invoiced at a rate determined in the legal agreement.
7. In line with the NPPF requirement for development to provide a measured gain in biodiversity, any application for retrospective planning permission that commenced after 2 April 2024 must demonstrate a 10% gain in biodiversity and submission documents must include Biodiversity Net Gain information as noted in part 3. The baseline value will be taken from before the works commenced. Biodiversity gains will be secured by planning condition or legal agreement where applicable. Where an applicant sets out that the development commenced before 2 April 2024 evidence must be submitted to demonstrate commencement before that date..

Explanation

- 9.49 The requirement for biodiversity net gain under the Environment Act 2021 is now mandatory for all planning applications subject to several exceptions determined in the associated Regulations.
- 9.50 Ecological enhancements proposed must where possible provide strategic benefits which are determined by the Local Nature Recovery Strategy. The minimum requirements for a submission determined by legislation do not include post-development/intervention details. This information is considered essential in assessing whether a proposal is capable of complying with the deemed biodiversity gain condition hence such details are required by the policy.
- 9.51 Under the statutory metric, a multiplier is included to disincentivise compensation in locations further from the impact site, however compensation can be within the same National Character Area (NCA) without penalty. Liverpool City Council is mainly within the Merseyside Conurbation NCA which also includes Sefton, West Lancs, Knowsley, Halton, Cheshire West & Chester and Wirral Councils- there is no penalty for providing compensation in those authorities outside of the Liverpool boundary. The policy therefore seeks to require compensation within the Liverpool area to ensure that the council's residents benefit from enhancements.
- 9.52 The legislation requires any significant on-site enhancements to be secured for 30 years, and Regulation 122 of the Community Infrastructure Levy Regulations 2010 allows authorities to charge a fee in relation to the administration and monitoring of planning obligations. The current monitoring fee is publicised on the council's website.
- 9.53 The custom/self-build exemption to BNG has prompted an increase in this type of application. The policy seeks to secure net gains in the event that it later transpires that the application does not comply with the description of self/custom build as defined in section 1(A1) of the Self-build and Custom Housebuilding Act 2015.
- 9.54 Planning Practice Guidance for biodiversity net gain paragraph 006 notes that it would be inappropriate for plans or supplementary planning documents to include policies or guidance which are incompatible with the framework, for instance by applying biodiversity net gain to exempt categories of development. Retrospective development is not exempt under the legislation but has not been applied due to the pre-commencement nature of the deemed condition. Avoiding the BNG requirement by starting works on-site does not promote compliance with the planning system. Therefore, this policy requires retrospective development to provide a 10% net gain as a local requirement without conflicting with any statutory exemptions.

Policy GI 9: Urban Greening Factor

1. The Urban Greening Factor is a tool for assessing the proportion and quality of green infrastructure to the built environment in development proposals. All applications except householder applications, changes of use applications and any proposals complying with the canopy cover policy, should achieve the minimum score for the relevant development type as below:
 - 0.2 for predominately industrial development
 - 0.3 for predominately commercial development
 - 0.4 for predominately residential development
 - 0.5 for development in green wedge or green belt
2. The Urban Greening Factor is calculated using the surface factors laid out in table 10. All areas of a site

must be included in the calculation and details submitted with the application along with a plan showing the location of each factor noted in the calculation. The calculation is:

$$\text{UGF Score} = \frac{\text{Surface Area A} \times \text{Factor A} + \text{Surface Area B} \times \text{Factor B etc}}{\text{Total site area (M}^2\text{)}}$$

3. Applications on sites of historic value e.g. works to a listed building, must include landscaping that is suitably integrated within the context of the site. Where the UGF target is not feasible on such applications a statement should be submitted for assessment with suitable justification.
4. Where viability is identified as an issue, a site specific independent financial evaluation will be required to demonstrate to the Council that a development will be unviable as a consequence of complying with this policy.

Explanation

- 9.55 Urban greening describes a range of measures that broadly benefit biodiversity, well-being, air quality and climate change resilience and can include tree planting, wildflower areas, green roofs and walls and sustainable drainage systems.
- 9.56 The Urban Greening Factor (UGF) is a scoring system developed by Natural England with a target ratio of greening measures within the area of a site depending on land use type. The measures will differ depending on site type, for example city centre development may seek to achieve the target value using green roofs, walls and sustainable drainage, where other sites with available space may choose to introduce tree planting and wildflower areas.
- 9.57 The scores have been set in line with the Natural England recommendations and will be subject to review as the policy is monitored.

9.58 Consideration must be given to sites where the UGF is not feasible such as city centre listed buildings where there is no available outside space to install any green infrastructure and structures could not be changed to accommodate green walls or roofs. Any statement submitted in justification where the UGF target is not feasible will be assessed as part of the planning application determination.

9.59 In the circumstance where this policy restricts the developable area of a site and the financial viability of the development is claimed to be affected, it is the responsibility of the applicant to demonstrate why the scheme is not viable at planning application stage to justify non-compliance with the UGF requirement.

Table 10: Liverpool Urban Greening Factors

No.	Surface Cover Type	Description	Factor
Vegetation and Tree Planting			
1	Semi-natural vegetation and wetlands retained on site (including existing/mature trees)	Protection and enhancement of existing vegetation within the development site including mature trees and habitats.	1.0
2	Semi-natural vegetation established on site	New areas of vegetation and species-rich habitats within the development site that are connected to sub-soils at ground level.	1.0
3	Standard / semi-mature trees (planted in connected tree pits)	Tree planting established within engineered and interconnected systems with structural soils to maintain tree health at maturity.	0.9
4	Native hedgerow planting (Using mixed native species)	Dense linear planting of mixed native hedgerow species, at least 800mm wide and planted two or more plants wide.	0.8
5	Standard / semi-mature trees (planted in individual tree pits)	Tree planting established within separate designed tree pits with structural soils to maintain tree health at maturity	0.7
6	Food growing, orchards and allotments	Areas and facilities provided for local allotment and community-based food growing including formal orchards with fruit trees.	0.7
7	Flower rich perennial and herbaceous planting	New areas of mixed native and ornamental herbaceous and perennial plant species to support seasonal cycles of pollinating insects.	0.7
8	Single species or mixed hedge planting (Including linear planting of mature shrubs)	Dense linear planting of native or ornamental shrub and hedgerow species, closely spaced with one or more plants wide.	0.6
9	Amenity shrub and ground cover planting	Areas of formal and informal non-native shrub and ground cover planting connected to sub-soils at ground level or in planters.	0.5
10	Amenity grasslands including formal lawns	Areas of short-mown grass and lawn used for active sports or informal recreation that is regularly cut and generally species-poor.	0.4
Green Roofs and Walls			
11	Intensive green roof (Meets Green Roof Organisation / GRO Code)	High maintenance accessible green roof with planting and a depth of growing substrate with a minimum settled depth of 150mm.	0.8
12	Extensive biodiverse green roof (Meets the GRO Code, may include Biosolar)	Green roof with species-rich planting, with limited access, may include photovoltaics, the depth of growing substrate is 100 - 150mm.	0.7

13	Extensive green roof (Meets GRO Code)	Low maintenance green roof, limited species mix in planting and with no access, the depth of growing substrate is 80 - 150mm.	0.5
14	Extensive sedum only green roof (Does not meet the GRO Code)	Low maintenance sedum green roof, no access, combined depth of growing substrate, including sedum blanket, is less than 80mm.	0.3
15	Green facades and modular living walls (Rooted in soil or with irrigation)	Vegetated walls with climbing plants rooted in soil supported by cables or modular planted systems with growing substrate and irrigation.	0.5

SuDS and Water Features

16	Wetlands and semi-natural open water	Areas of semi-natural wetland habitat with open water for at least six months per year contributing to surface water management.	1.0
17	Rain gardens and vegetated attenuation basins	Bio-retention drainage features including vegetated rain gardens and attenuation basins that also provide biodiversity benefit.	0.7
18	Open swales and unplanted detention basins	Sustainable drainage systems to convey and temporarily hold surface water in detention basins with minimal vegetation cover.	0.5
19	Water features (unplanted and chlorinated)	Ornamental and generally chemically treated water features providing amenity value but with minimal biodiversity and habitat benefit.	0.2

Paved Surfaces

20	Open aggregate and granular paving	Porous paving using gravels, sands and small stones as well as recycled materials that allow water to infiltrate across the entire surface.	0.2
21	Partially sealed and semi-permeable paving	Semi-permeable paving using precast units and filtration strips that allow water to drain through defined joints and voids in the surface.	0.1
22	Sealed paving (including concrete and asphalt)	Impervious paving constructed of concrete, asphalt or sealed paving units that do not allow water to percolate through the surface.	0.0



CHAPTER
10

**Responding to Climate
Change and Managing
Natural Resources**



10 Responding to Climate Change and Managing Natural Resources

Introduction

- 10.1 In July 2019 at a Special Council meeting the City Council declared a Climate Change Emergency and made a commitment to work together with staff, residents, businesses, partners, and stakeholders to take action to reduce our carbon footprint and become a zero-emissions council by 2030. This includes considering the impact of Council actions, including planning decisions, on climate change.
- 10.2 The need to plan for climate change is also set out explicitly within the NPPF. In policy terms this means plans should take a proactive approach to mitigating and adapting to climate change, considering the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating. New development should be planned to minimise climate change impacts, reduce greenhouse gas emissions and effectively manage natural resources.
- 10.3 The Council has commissioned evidence in respect of embedding climate change matters into Local Plan policies. As this is not yet completed this chapter sets placeholders for policies that the Council anticipates including in its local plan.

Policy NZ1: Achieving Net Zero

1. To reduce greenhouse gas emissions to slow the rapid onset of climate change and capture carbon, the plan will identify achieving net zero as a strategic priority. On the basis of evidence that is currently being developed it is anticipated that the policy will set criteria to:
 - a. Ensure that development proposals minimise carbon emissions over the lifespan of buildings and actively reduce embodied carbon; and
 - b. Require development proposals to assess the carbon impact of the proposal. The nature of this assessment will be determined by the evidence currently under preparation
2. It is the intention that this policy will also:
 - a. Ensure the carbon output of Liverpool is reduced
 - b. Ensure development includes renewable and low-carbon technologies and enhancements are made to the electricity network to support the transition to net zero.
 - c. Ensure development is energy efficient
 - d. Facilitate the transition to cleaner, greener transport, and promoting a shift to public transport.
 - e. Improve Liverpool's Green Infrastructure Network
 - f. Promote maximising the opportunities for carbon storage
 - g. Ensure Liverpool has the skill set to facilitate the transition to net zero

Explanation

- 10.4 Achieving net zero in Liverpool is crucial to ensuring a sustainable and prosperous future for our residents. By committing to net zero, Liverpool aims to drastically reduce greenhouse gas emissions, thereby mitigating the adverse effects of climate change. This approach addresses environmental concerns and improves social well-being.
- 10.5 Implementing net zero strategies, such as promoting energy efficiency measures, adopting renewable energy technologies, and supporting green infrastructure, aligns with national and local policies. These measures reduce the City's carbon footprint, improve public health and enhance the quality of life for all residents. Maximising carbon storage opportunities helps to reduce the amount of carbon

emissions in the atmosphere. By striving for net zero, Liverpool can help with the transition to a low-carbon economy while reaping significant environmental, social and economic benefits. This policy requires development proposals to contribute to achieving net zero.

Policy NZ2: Adapting to Climate Change

Policy will be included in the Local Plan to ensure that development proposals take account of all climate impacts including overheating, water scarcity, storm and flood risks.

The policy will:

1. Require development to be resilient to the impacts from climate change and may set standards that need to be met.
2. The policy may stipulate that developers need to submit details that demonstrate how the proposal has been designed to ensure resilience including how the development will provide for the comfort, health and wellbeing of current and future occupants and the surrounding environment.

Explanation

10.6 Liverpool faces climate change risks such as flooding and heatwaves. Building resilience through various adaptation measures is crucial, as these efforts also offer broader social and economic benefits.

Policy NZ3: Sustainable Energy and Construction

Policy will be included to ensure that all development minimises energy demand throughout the lifetime of the proposal. This policy may require developments to:

1. Employ strategies to reduce energy demand
2. Improve energy efficiency during construction and the lifetime of the building. It is anticipated that it will set standards for energy efficiency in development proposals which will be based on evidence currently being developed

Explanation

10.7 It is important that we reduce our energy use to decrease the strain on our electricity network and reduce our use of non-renewable energy technologies. Minimising energy demand can be achieved through high standards of energy efficiency, design and optimising heating, cooling, and lighting systems. This will be important as we increase our use of heating and cooling systems due to risk of climate volatility brought on by climate change.

Policy NZ4: Embodied Carbon and Circular Economy

Development proposals must minimise their embodied carbon. The Council will seek to ensure that developments minimise waste, use resources efficiently, and are designed to facilitate easy maintenance, adaptability of use and deconstruction for future re-use. This policy may set requirements that:

1. Prioritise the retention and conversion of existing buildings over demolition and set requirements for developers proposing demolition
2. Minimise waste through the application of the waste hierarchy in accordance with the Waste Local Plan
3. Promote the reuse and refurbishment of materials
4. Ensure the embodied carbon outputs of a building are kept to a minimum
5. Support the use of low carbon materials; and
6. Reduce water use during demolition and construction, whilst effectively mitigating air quality impacts.

Explanation

10.8 Embodied carbon refers to the greenhouse gas emissions associated with the materials, extraction, transportation, installation and disposal during a building's lifetime. The demolition and construction of new development is an energy intensive process that often uses unsustainable materials, involving extensive transportation.

10.9 The circular economy principle promotes the reuse, refurbishment and recycling of materials to keep them in circulation for as long as possible and thus reduces embodied carbon. Reducing these emissions will help to achieve Net Zero and allow Liverpool to become climate resilient. Circular economy principles will allow Liverpool to get the most value and use out of material resources.

Policy NZ5: Renewable Energy

1. In order to facilitate the transition to net zero and to accommodate Liverpool's growing demand for electricity, Liverpool must encourage all development to integrate renewable energy technologies and promote connection to a heat network where possible.
2. This policy may require development to integrate renewable energy where there is no significant adverse impact on visual or cumulative landscape, heritage or residential amenity.
3. It is also anticipated that the policy will address heat and power networks and set out:
 - a. That development in identified areas is designed for connection to heat networks.
 - b. Support for the provision of existing or proposed heat networks and their associated infrastructure in appropriate areas.
 - c. That heat networks gather their energy from renewable or low carbon sources.

Explanation

10.10 There are considerable social, environmental and economic benefits to gain from the development of renewable energy and their supporting infrastructure.

10.11 Evidence suggests that Liverpool's electricity network is highly constrained and that there is limited space in the urban core for new infrastructure. Liverpool's network must become more flexible to accommodate

the increased demand for electricity as we transition away from gas and increase use of alternative technologies such as electric vehicles.

10.12 Renewable energies are sources of energy that are naturally replenished and sustainable. Renewable energy provides the opportunity to diversify the electricity network whilst producing limited greenhouse gas emissions.

10.13 Decentralised heat networks provide an opportunity to utilise waste heat, distributing to development in high density areas. The Department for Energy Security and Net Zero Energy have identified areas of opportunity for heat networks in Liverpool.

10.14 Development should take advantage of the low-cost heating provided by heat networks, securing both environmental and social benefits. This also reduces the demand placed on our highly constrained electricity network.

Policy NZ6: Managing Flood Risk

Detailed policy will be included in the Local Plan to ensure that development is designed to adapt to the current and future implications of flood risk. This policy will:

1. Ensure development employs the sequential test where appropriate
2. Account for the future likelihood of flooding in an area and ensure development is designed to be resilient to the impacts of climate change; and

3. Require development proposals to integrate sustainable urban drainage systems and provide appropriate management plans for their upkeep.

Explanation

10.15 It has been identified that Liverpool is at risk for increased flooding. The LCR SFRA has identified that most urban areas are at some risk from surface water flooding. Flood risk must be considered at the first stage of planning to provide opportunities to reduce flood risk within development. Sustainable Urban

Drainage system (SUDs) provides an opportunity to reduce flood risk and control pollution from urban run-off. They also provide opportunity to increase biodiversity within development.

10.16 A Strategic Flood Risk Assessment (SFRA) is under preparation for the Liverpool Local Plan and will inform the detailed content of this policy.

Policy NZ7: Coastal Protection

Development relating to the River Mersey coast will be expected to contribute towards its long-term sustainability. It is intended that this policy will:

1. Ensure development does not increase the risk of tidal flooding and coastal erosion, or result in adverse effects on coastal processes or the ability of the natural coast to form a natural sea defence
2. Ensure development does not adversely affect designated sites of European and/or international nature conservation importance.
3. Ensure developments protect or enhance informal recreation, provide for new coastal flood defences and include flood risk management measures;
4. Ensure the design and layout of new waterfront development responds positively and appropriately to its setting.

Explanation

10.17 The Mersey Estuary, Liverpool's key environmental asset, is a Special Protection Area, Ramsar site, and Site of Special Scientific Interest due to its significance for wildfowl and waders. The NPPF mandates local authorities to avoid inappropriate development in

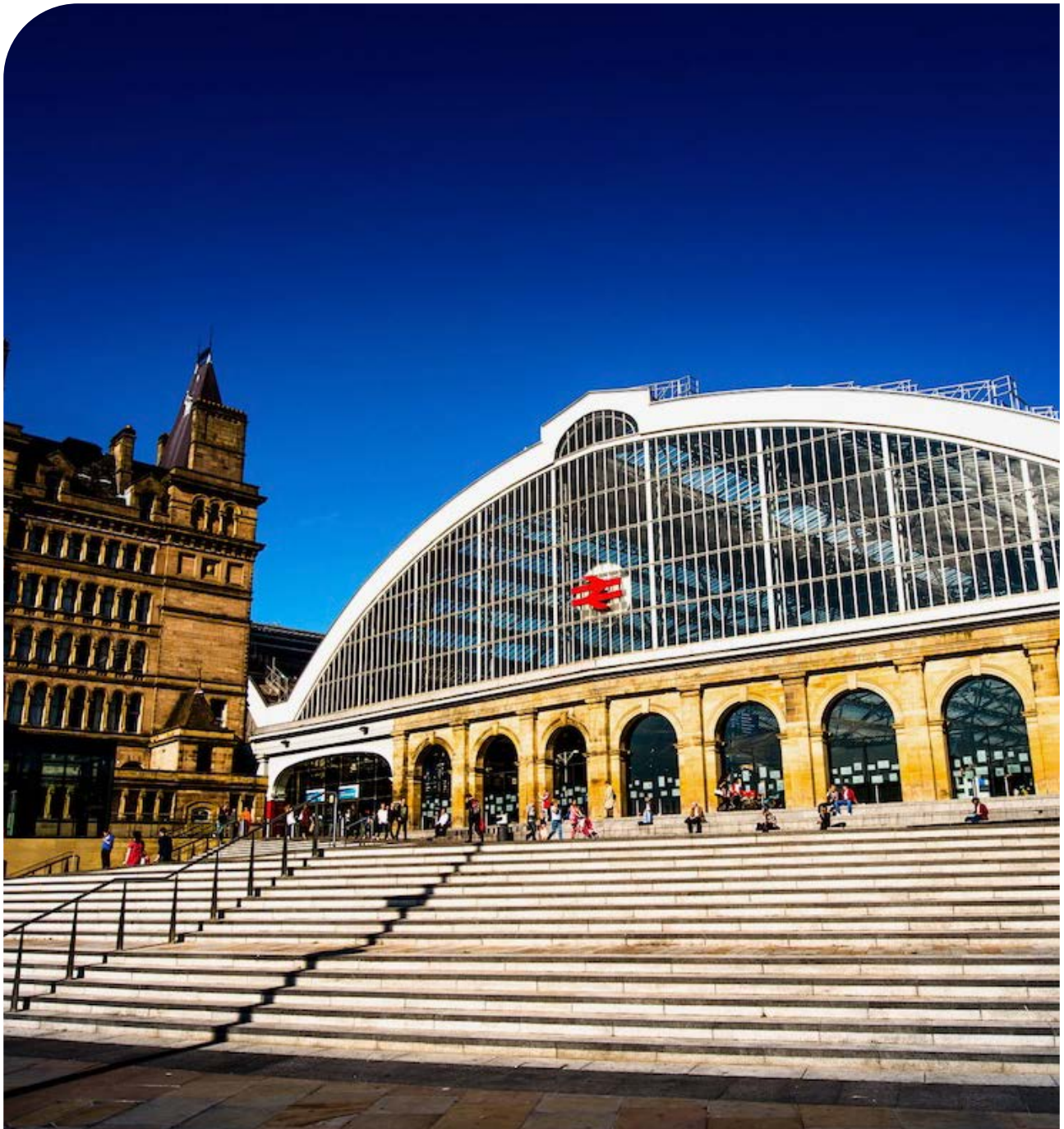
vulnerable coastal areas to reduce risk from coastal change. Development should not have a significant adverse impact on coastal processes and should protect the ecological importance of the estuary. It is also important that development responds to the risk of flooding.

Policy NZ8: Minerals

1. Development proposals should ensure that the following minerals infrastructure is safeguarded:
 - a. rail heads and rail links, wharfage and associated storage, handling and processing facilities for the bulk transport by rail, sea or inland waterways of minerals including recycled, secondary and marine-dredged materials; and
 - b. existing, planned and potential sites for concrete batching, the manufacture of coated materials, other concrete products and the handling, processing and distribution of substitute, recycled and secondary aggregate material.
 2. Any proposals for mineral extraction should ensure that there would be no unacceptable harm to residential amenity and to the environment. Planning permission will only be granted for mineral extraction where:
 - a. The environmental implications of the extraction and restoration are acceptable;
 - b. The proposal will not be detrimental to local residents and businesses or to the enjoyment of the surrounding area as a result of noise, smell, dust, vermin, vibration or other nuisance or loss of visual amenity;
 3. Where the proposed method of extraction involves a Hydraulic Fracturing process the boreholes must be constructed so as to prevent uncontrolled discharge of artesian groundwater to surface, and to prevent uncontrolled discharge of water or contamination into or between individual aquifers or different geological formations.
- c. The proposal contains a satisfactory scheme of working which incorporates provision for site security and the containment and management of materials within the boundaries of the site;
 - d. The access arrangements are satisfactory and traffic generated will not have an unacceptable effect on road safety, or on properties adjoining routes used by site traffic, anywhere between the site and the primary and strategic road network;
 - e. There is a satisfactory scheme of restoration and after use; and
 - f. The nature conservation interests of a site will not be harmed.

Explanation

- 10.18 Liverpool Council is a Minerals Planning Authority and the Local Plan is required to consider mineral resources and the needs of minerals development. Minerals are a finite resource and can only be won where they are found, in addition essential infrastructure which assists in provision and movement of minerals should be safeguarded. For the purposes of policy NZ8, the term 'minerals' refers to 'primary and secondary or recycled aggregate minerals, industrial minerals and energy minerals including coal and other hydrocarbons such as oil and gas'.
- 10.19 National Planning Policy Framework makes it clear that minerals planning authorities should identify and include policies for extraction of mineral resource of local and national importance in their area. This includes both conventional hydrocarbons and unconventional hydrocarbons such as shale gas and coalbed methane. It also expects minerals planning authorities to ensure that mineral extraction does not have an unacceptable adverse impact on the natural or historic environment, or human health.
- 10.20 While there are no Minerals Safeguarding Areas (MSAs) there is infrastructure which supports the City's and sub-regions mineral requirements and these assets must be safeguarded in line with the Framework.
- 10.21 This policy also sets out the requirements with regard to proposals for mineral extraction which may come forward. However, as Liverpool is a densely developed urban area there is little if any scope for minerals extraction within the City. Liverpool has no remaining workable deposits of minerals for commercial extraction. Large scale mineral extraction is not appropriate in Liverpool because of the predominantly built-up nature of the City. The City Council will be guided by Government advice in determining any minerals application. In assessing the environmental acceptability of a proposal, the City Council will be particularly concerned to protect areas designated for their nature value.
- 10.22 All applications for planning permission to the mineral planning authority must include public consultation on the proposals. The planning authority will assess economic, social and environmental factors like noise, dust, air quality, levels of traffic and other important environmental issues before making its decision.



CHAPTER

11

A Well-Connected City



Introduction

11.1 A well-connected city is essential for supporting sustainable growth, improving quality of life, and ensuring that all residents and businesses can access the opportunities Liverpool has to offer. This chapter will set out the Council's approach to transport and digital connectivity, recognising their critical role in shaping a greener, healthier, and more inclusive future. Liverpool's transport system must evolve to meet the challenges of climate change, air quality, congestion, and social inequality. At the same time, digital infrastructure must be treated as a core component of development, enabling access to services, supporting innovation, and reducing the need to travel.

11.2 The policies in this chapter will help to ensure that the transport and travel impacts of new development are carefully managed to support a less car dependant future. This includes requirements for parking provision, especially in highly accessible areas such as the City Centre and fringes where many new homes and jobs will be focussed.

Policy T1: Transport Assessments

1. Development proposals that generate significant amounts of movement must be supported by a Transport Assessment or Transport Statement which include an appraisal of how active travel principles are incorporated into the proposals. Public Transport should be considered within transport assessments as an integral part of the design process of proposals. Current advice and guidance are detailed in the Ensuring a Choice of Travel Supplementary Planning Document, this document may be updated.
2. In order to ensure that free and safe movement is not compromised consideration will be given to the effect on safety, congestion and the environment when dealing with development proposals that involve:
 - a. New or altered access to the transport network; or
 - b. Improvement work to the transport network; or
 - c. The creation of new transport infrastructure; or
 - d. The generation of additional trips on the transport network.
3. Development proposals will only be permitted where:
 - a. The proposal would not be detrimental to the safety of all users of the transport network, and in particular pedestrians, wheelchair users and cyclists;
 - b. The proposal makes provision for walking, wheeling, cycling and the use of public transport;
 - c. Accesses, junctions and new road layouts would be safe and operate efficiently;
 - d. The development would not, individually or cumulatively with other projects, have a severe impact on the functioning of the network;
 - e. The proposal would not generate regular movement of heavy goods vehicles (HGVs) on unsuitable roads, or on roads without easy access to Liverpool City Strategic Route Network/Key Route Network; and
 - f. Vehicle and cycle parking, turning and servicing appropriate to the scale and nature of the development is provided.

Explanation

- 11.3 The aim of the policy will be to ensure that development does not have a detrimental impact on the safe, sustainable operation of the transport network and that a severe impact upon the operation of the network is avoided. It is important that the safety of all users of the transport network, including vulnerable groups such as those wheeling, pedestrians, cyclists and motorcyclists, is promoted protected and enhanced. When preparing development proposals, it is vital that highways and transportation matters are considered at the same time as other aspects of the design of the development. Therefore, development proposals should be accompanied by a Transport Assessment (TA) or Transport Statement (TS) that prioritise active travel principles.
- 11.4 Large developments which are likely to have significant transport implications will be required to submit a Transport Assessments (TA). TAs are thorough assessments of the transport implications of development, and Transport Statements are a 'lighter-touch' evaluation to be used where this would be more proportionate to the potential impact of the development, such as in the case of developments with anticipated limited transport impacts.
- 11.5 This policy also sets out key transport requirements which should be met by development proposals in order to encourage active travel - wheeling, walking, cycling and the use of public transport, to ensure the movement of people and vehicles can be accommodated within the existing transport network, and that accesses, junctions and layouts are safe and operate efficiently. It is important that proposals can safely accommodate the manoeuvring and turning requirements of larger vehicles including refuse, deliveries and emergencies, and do not generate regular movement of heavy goods vehicles (HGVs) on unsuitable roads, or on roads without easy access to Merseyside's Freight Route Network. A definition of what is considered a severe impact will be provided at regulation 19 stage of the Plan.

Policy T2: Strategic Transport Infrastructure

1. Land for identified transport infrastructure that widens transport choice and clearly supports the City's growth and regeneration priorities will be safeguarded. The Council will also seek to protect all existing and proposed transport facilities and links and safeguard the potential for improvements to the transport network.
2. Development of sites that would compromise land used or safeguarded for transport functions, will only be permitted where there is no current or future strategic or operational need; or alternative provision is made; and consultation has been undertaken with operators, owners and/or other interested parties.
3. Development proposals should not compromise existing transport infrastructure or schemes programmed in the Urban Mobility and Public Spaces Plan, City Transport Plan, The Liverpool City Council-Local Cycling and Walking Infrastructure Plan (LCWIP), and Liverpool City Region Local Transport Plan.
4. All proposed transport infrastructure projects should align with the following principles:
 - a. Enable changes in travel behaviours;
 - b. Prioritise active travel;
 - c. Reduce the carbon impact of travel and improve the environment;
 - d. Make the best use of assets and resources
 - e. Support placemaking and the City's growth and regeneration priorities
 - f. Contribute to improving health and well-being; and
 - g. Be guided by inclusivity, accessibility and social value

Explanation

- 11.6 Policy T2 will ensure that land required for existing and future transport infrastructure is protected from development that could compromise its strategic or operational function. As Liverpool continues to grow, the delivery of new and improved transport infrastructure will be essential to support sustainable development, reduce congestion, and improve connectivity across the city and the wider region.
- 11.7 It is essential that transport infrastructure

improvements are focussed in those areas which are to be prioritised in this local plan for growth and regeneration. Safeguarding land for transport infrastructure projects is therefore critical to ensuring they can be delivered effectively and without delay. This includes land for new rail, bus, cycling, walking, and highway schemes, as well as supporting facilities such as interchanges, depots, and mobility hubs.

11.8 Given Liverpool's dense urban form and limited space, existing transport infrastructure such as rail corridors, bus routes, cycleways, and footpaths—represent valuable assets. The policy seeks to protect these assets from piecemeal development that could undermine their function or future enhancement.

11.9 The policy also supports the safeguarding of land identified in key transport strategies and plans identified for new transport infrastructure, including:

- The Urban Mobility and Public Spaces Plan
- The City Transport Plan
- The Liverpool City Council - Local Cycling and Walking Infrastructure Plan (LCWIP)
- The Liverpool City Region Local Transport Plan

11.10 Development proposals that may affect safeguarded land or existing infrastructure will be required to demonstrate that there is no current or future need for the land, or that suitable alternative provision can be made. Early engagement with transport operators, infrastructure owners, and relevant stakeholders will be essential to ensure that development is compatible with long-term transport objectives.

11.11 This policy also sets out key principles to be applied to new transport infrastructure projects.

Policy T3: Active Travel- Prioritising Walking, Wheeling and Cycling

1. Development proposals must:

- a. Prioritise active travel through wheeling, walking, and cycling over private vehicle use, maximising opportunities to provide safe, inclusive, attractive, direct, coherent and comfortable travel, and in which cycling and walking become the most convenient way of getting around the development;
- b. Ensure integration with existing sustainable transport infrastructure, such as the Liverpool Loop Line and emerging Rapid Transit routes;
- c. Provide high-quality, accessible, inclusive, convenient and safe facilities for cyclists, including secure cycle parking and access to cycle lanes. Major commercial development schemes must make provision for high quality, accessible, and inclusive facilities that promote cycle usage, including changing rooms, showers, dryers and lockers;
- d. Provide for, and where the development will increase travel demand make contributions

towards high quality, connected, accessible, inclusive, convenient, and safe cycle and pedestrian routes, in line with the most up to standards and guidance;

- e. Be designed to actively encourage walking through a well-designed pedestrian environment and public realm, ensuring that the layout is fully accessible for pedestrians, encourages and facilitates walking and ensures a safe, inclusive and accessible pedestrian environment;
- f. Incorporate travel plans for developments generating significant movement, setting out measures to reduce reliance on private vehicles and demonstrate how local journeys will be supported through active travel principles; and
- g. Make the best use of existing transport infrastructure. Where this cannot be achieved, development should be phased to coincide with new transport infrastructure provision.

Explanation

11.12 Enabling a greater proportion of journeys to be made by walking, wheeling, and cycling is an essential element of the Council's efforts to improve air quality, reduce transport's contribution to climate change, tackle congestion on the transport network, create

more inclusive streets, and improve the health and wellbeing of our residents and visitors. This policy therefore requires development to prioritise the needs of pedestrians, cyclists and disabled pedestrians and cyclists.

Policy T4: Taxis

1. Developments which are likely to be used by the public and where it would be practicable to do so, will be required to make provision for taxi and Hackney Carriage facilities where there are no existing facilities in close proximity to the site, or where the scale and nature of development will generate a demand for taxi and Hackney Carriage facilities.
2. Development proposals near key transport nodes should accommodate taxi access, ensuring integration into the wider mobility system.

Explanation

11.13 It is important to provide taxi/Hackney Carriage ranks at appropriate locations in the City – particularly in the City Centre and District Centres, or at locations which generate trips – for example large retail stores and tourist attractions. Liverpool City Region Taxi Quality Partnership actively promotes better facilities and arrangements for all stakeholders - especially for

those residents who are from the most disadvantaged communities by helping them access employment, education, health care and other key opportunities and services. Taxis are also a vital means of transport for the disabled and help facilitate social inclusion, generally offering a service throughout the day and night.

Policy T5: Parking

City Centre Car-Free and Car-Light Developments

1. New developments in the city centre with high public transport accessibility must be designed as car-free or car-light and provide alternative transport solutions. It is anticipated that the policy will require the need for an accessibility assessment to demonstrate that the proposal is no more than 400m from a bus stop and 800m from a station in accordance with the emerging Local Transport Plan (LTP4).
2. Residential schemes in the city centre must prioritise parking for disabled people and must provide active EV spaces.
3. All developments must include cycle parking in accordance with the most up to date standards.

On-Site Parking Provision

4. All new developments including changes of use, which generate a demand for car parking or servicing, must provide on-site solutions appropriate to the scale and nature of the development, considering road safety and the City Council's most up to date standards;

5. Within residential development visitor spaces should be provided in accordance with the City Council's latest standards and of those spaces 20% should be active EV spaces with remaining as passive spaces;
6. Disabled parking must be provided in accordance with the most up to date Council standards; and
7. All new developments must meet the national minimum standards for EVCI as per Approved Document S (June 2023):
 - a. Residential: 1 EV charge point per dwelling with off-street parking.
 - b. Non-residential: 1 EV charge point per 10 parking spaces, plus cable routes for 20% of remaining spaces.

Design Requirements

8. The design of car parking must consider the following principles as appropriate to the site and location of the site:
 - a. Ensure parking is usable, safe, and secure;
 - b. Avoid car dominance in the street scene;
 - c. Use discreet and innovative solutions for car parking;

- d. Ensure parked vehicles are unobtrusive;
- e. Set car parking behind the front of dwellings where possible;
- f. Ensure parking does not impede cycling infrastructure;
- g. Electric vehicle charging points should be integrated into the design of the streetscape and should not obstruct pedestrian movement, with at least fast charging (8 -49kW) facilities;
- h. Designated parking locations must be convenient for residents.
- i. Communal parking areas must be safe, attractive, and well-lit, with appropriate materials, landscaping, and sufficient levels of overlooking; and all spaces must include active EV charging points
- j. Streets should accommodate likely levels and positions of on-street parking; and
- k. All dwellings with on-plot parking must provide external EV charging points.

Emergency and Refuse Vehicle Access

- 10. All development proposals must ensure that emergency and refuse vehicles are not impeded by car parking.

Commercial, Industrial, and Non-Residential Developments

- 11. Provision must be made for parking, servicing, and loading without impacting the operational effectiveness of the development or the safe movement of people, vehicles, and goods.
- 12. A minimum of 20% of all parking spaces must have an active electric charging point, with passive provision for all other spaces.
- 13. The number of parking spaces should meet the council's latest standards.

Explanation

- 11.14 Car-free developments reduce congestion and promote sustainable and active travel. The Clean Air Plan, Liverpool City Council and Liverpool City Region Transport Plans all highlight the need to minimise private car use, particularly in areas with robust public transport. Evidence from cities adopting car-free strategies shows improved air quality and urban liveability.
- 11.15 This policy sets out the requirements for car parking provision in new developments. Provision should align with the Council's most up to date standards. Such standards will be set out in an SPD. The emerging Housing Design Guide will address standards within new residential development. Electric vehicle charging points are essential as electric vehicles become more popular. Developments should incorporate facilities for charging plug-in and other ultra-low emission vehicles, with at least fast charging (8 -49kW) facilities, and higher 'rapid' charging facilities will be encouraged. This policy sets out the requirements for residential and no residential development in respect of active and passive spaces.

- 11.16 Adequate provision for disabled parking is crucial, ensuring convenient access for disabled car drivers and passengers. Within the city centre residential schemes disabled car parking should be provided and respond to the provision of M4(3) units.
- 11.17 Car parking should be an integral part of the overall design, ensuring convenience for residents and employees, and avoiding on-street parking issues. On-street parking should be managed to avoid impeding access or creating safety hazards, with careful consideration for emergency and refuse vehicle access.
- 11.18 Industrial and commercial developments should cater to their specific needs, with future-proofing considerations for parking, EV Charging, servicing, and loading.

Policy T6: Low Emission & Zero Emission Transport

1. All major developments should:
 - a. Incorporate infrastructure for electric vehicles (EVs), including charging points, in line with Policy T5.
 - b. Support the deployment of low-emission vehicles for deliveries and freight.
 - c. Contribute to air quality improvements through mitigation measures in areas identified under the Clean Air Plan. Development proposals should seek to reduce the need to travel, promote sustainable transport modes, and avoid worsening air quality, particularly within the Air Quality Management Area.

Explanation

- 11.19 This policy seeks to support Liverpool's Clean Air Plan and national net-zero targets by supporting the adoption of EVs and reducing emissions from transport through the requirement for EV infrastructure. The primary priority of the Clean Air Plan is to achieve compliance with NO₂ concentration limits in the shortest possible time, as mandated by the UK Government. The whole of Liverpool is designated as an Air Quality Management Area (AQMA) due to exceedances of nitrogen dioxide (NO₂) levels, primarily from road traffic. Liverpool's city-wide AQMA reflects persistent NO₂ pollution from traffic. Policy T5 ensures development supports cleaner transport, reduces emissions, and protects public health. It aligns with national air quality targets and local sustainability goals, promoting responsible planning that mitigates environmental harm and fosters healthier, more accessible urban living.
- 11.20 This policy sets the requirement for the provision of electric vehicle (EV) charging infrastructure in new developments across Liverpool. It supports the city's ambition to become Net Zero Carbon by 2030 and aligns with the Liverpool EV Strategy 2023–2027.
- 11.21 The Liverpool EV Strategy (2023–2027) aims to establish a comprehensive and accessible electric vehicle charging infrastructure, prioritising the deployment of fast and rapid chargers in key locations and ensuring all new developments include EV charging provisions. The Electric Vehicle Strategy will be updated regularly to reflect developments in charging systems and requirements.

Policy T7: Access to Public Transport

1. Development proposals should demonstrate effective connections to bus, rail, ferry networks, park and ride schemes and Mobility Hubs. New developments should:
 - a. Be located within 400m of existing or planned bus stops or within 800m of a train station;
 - b. Provide developer contributions to public transport improvements where necessary to ensure accessibility and
 - c. Integrate effectively with the Merseyrail network and Rapid Transit corridors identified in the emerging Liverpool City Region SDS.
2. Developments near key transport hubs should provide, or where appropriate, contribute towards the provision of high-quality connections to the transport hub and enhanced public realm to improve pedestrian/public transport user and cycling experience.
3. Public transport should be a central consideration in all development proposals, and all major developments should facilitate public transport access and connectivity.
4. If new public transport infrastructure is required, including new or extended bus services, the development should provide appropriate financial support for the construction or implementation of appropriate facilities including bringing all properties within 400m of the bus network wherever possible.
5. In respect of rail stations Design and Access Statements should detail how the development improves access to rail services, including:
 - a. Walking and wheelchair-accessible routes to stations;
 - b. Cycling routes to stations; and
 - c. Bus access convenience to stations.
6. The Council supports the development of mobility hubs in appropriate locations and which align with the City's spatial growth priorities. Key elements to incorporate into site designs involving mobility hubs include:
 - a. Step-free access,
 - b. High-quality waiting facilities;
 - c. Interchange improvements.

Explanation

- 11.22 Policy T7 seeks to support the delivery of a well-integrated, accessible, and efficient public transport system across Liverpool. As the city grows, ensuring that new development is well-connected to public transport is essential for reducing car dependency, improving air quality, and supporting inclusive access to jobs, services, and opportunities.
- 11.23 The policy reflects the priorities of the Liverpool Transport Strategy and the Liverpool City Region Spatial Development Strategy (SDS), which promote transit-oriented development and the creation of Mobility Hubs. These hubs act as key interchange points where different modes of transport—such as buses, trains, ferries, cycling, and walking—come together in a seamless and user-friendly way.
- 11.24 By requiring developments to demonstrate strong connections to public transport networks, the policy ensures that sustainable travel is a viable and attractive option for residents, workers, and visitors. This includes ensuring that new developments are within walking distance of bus stops or train stations, and that they contribute to the infrastructure needed to support increased public transport use.
- 11.25 Design considerations such as step-free access, high-quality waiting areas, and safe, legible routes to and from transport nodes are critical to making public transport inclusive and accessible to all, including disabled people, older residents, and families with children. Developments near key interchanges may also be expected to contribute to improvements in the public realm or to facilities such as integrated ticketing systems.
- 11.26 Where new or extended public transport services are required to support development, financial contributions may be necessary to ensure timely delivery and long-term viability. Similarly, developments should consider how they can enhance access to the rail network, including through improved walking, cycling, and bus connections to stations.
- 11.27 By embedding these principles into the planning process, Policy T7 helps to create a more connected, equitable, and sustainable city, where public transport is a core component of everyday life.

Policy T8: Sustainable Movement of Goods, Services and Materials

1. To promote the sustainable movement of goods, services and materials and minimise their movement by road, the Council will:
 - a. Encourage the safe movement of goods, services and materials by bicycle/ cargo bikes, light electric vehicles, canal, and rail, where possible;
 - b. Require sustainable logistics solutions for major developments including making provision for cargo bike parking on-site where appropriate;
 - c. Seek contributions towards the delivery of new and improved cycle routes and cargo bike parking from new logistics and freight consolidation developments that result in additional cargo bike movements;
 - d. Promote the provision and use of freight consolidation facilities to ensure that last mile deliveries are undertaken by sustainable means; and
 - e. Require developments to be designed to enable and encourage servicing using sustainable means, for example on foot, by cargo bike, or using zero emission vehicles;
2. Where developments are likely to generate significant movement of goods, services, or materials by road (both during construction and operation), applicants will be expected to:
 - a. Minimise the impact of freight movement via road
 - b. Accommodate goods vehicles on site, where feasible;
 - c. Provide Construction Management Plans, Delivery and Servicing Management Plans, and Transport Assessments; and
 - d. Avoid large goods vehicle deliveries for the ongoing use or operation of the site where located in a primarily residential area.
3. Plan for consolidation centres to reduce delivery vehicle movements should demonstrate how they will mitigate traffic impacts on:
 - i. Peak hour traffic;
 - ii. Residential areas; and
 - iii. Local air quality

Explanation

- 11.28 Freight and logistics play a vital role in supporting Liverpool's economy, ensuring the efficient movement of goods to and from businesses, ports, and distribution centres. However, freight activity can also contribute to congestion, air pollution, and noise—particularly in residential and sensitive urban areas.
- 11.29 Policy T8 seeks to ensure that new freight and logistics developments are planned and managed in a way that supports sustainable transport objectives and minimises negative impacts on communities and the environment. This includes encouraging the use of low-emission and zero-emission delivery vehicles, such as electric vans and cargo bikes, especially for last-mile deliveries.
- 11.30 The policy also promotes the development of consolidation centres, which can reduce the number of delivery trips by enabling goods to be grouped and dispatched more efficiently. This approach helps to reduce traffic volumes, improve air quality, and make better use of road space.
- 11.31 Applicants will be expected to demonstrate how their proposals will mitigate the impact of freight movements on local roads at peak time hours, particularly in residential areas, and contribute to improved air quality. This may include routing strategies, delivery time restrictions, or investment in cleaner vehicle technologies.
- 11.32 By embedding sustainable logistics practices into new development, Policy T8 supports Liverpool's wider goals for clean growth, improved public health, and a more efficient and resilient transport network.

Policy T9: River Terminals and Associated Infrastructure

1. It is anticipated that a policy will be included in the Local Plan that sets out a framework to support appropriate development and associated infrastructure around these terminals to enhance their function, improve accessibility, and support the City's international and national connectivity.
2. It is intended that the policy will require proposals to be of exceptional design that responds to and preserves the significance of the heritage assets at Pier Head including taking into account the following matters:
 - a. Spatial separation; building height and mass; materials and reflectivity;
 - b. Preservation or enhancement of the character and appearance of the conservation area and the setting of the surrounding listed buildings;
 - c. Maintaining and respecting Liverpool's unique waterfront image and distinctive city skyline;
 - d. Preserving key views;
 - e. Contribution to the evolution of the waterfront creating a cohesive, harmonious and exciting river frontage; and
 - f. Alignment with the emerging Waterfront Plan Vision and SPD.

Explanation

11.33 Liverpool's waterfront plays a vital role in the city's transport and tourism economy. The Liverpool Cruise Terminal and Isle of Man Ferry Terminal are key gateways for passenger travel, connecting the city to national and international destinations. As such, they are strategically important assets that

support economic growth, visitor access, and regional connectivity. Development and infrastructure associated with these terminals will be supported provided the proposal is of exceptional design quality which preserves the significance of the significant heritage assets in this location.

Policy T10: Digital Connectivity and Telecommunications

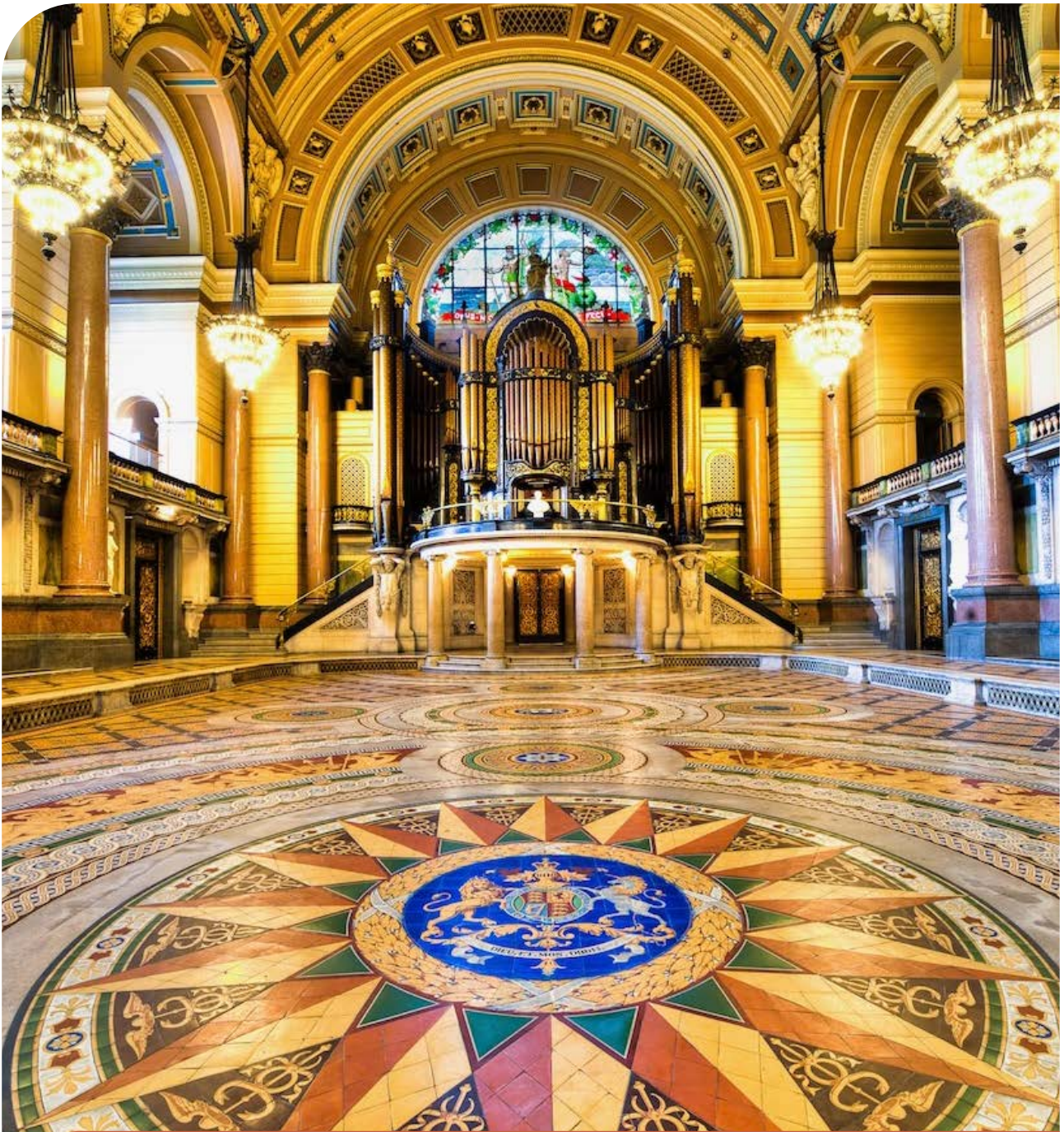
1. To improve digital connectivity within Liverpool new development should contribute to the delivery of high quality, future proofed digital infrastructure that supports economic growth, social inclusion and environmental stability.
2. All new development:
 - a. Must be served by full fibre broad band or equivalent gigabit capable infrastructure; and
 - b. Must demonstrate how the proposal will incorporate digital infrastructure to support smart technologies; and Developers will be required to engage with providers at an early stage to ensure timely delivery
3. In determining the location of new telecommunications infrastructure, the following sequential order of preference shall be applied:
 - a. Co-location on Existing Telecommunications Site-Priority shall be given to the use of existing telecommunications sites and installations, including masts, towers, structures, and buildings that already support telecommunications equipment.
 - b. Use of Existing Buildings and Structures-Where co-location is not feasible, preference shall be given to the installation of equipment on existing buildings and structures that do not currently host telecommunications infrastructure.
 - c. Development of New Sites-Only where options (a) and (b) are demonstrably unsuitable or unavailable shall consideration be given to the development of new telecommunications sites in alternative locations.
4. All proposals for new telecommunications infrastructure should:
 - a. Ensure that the siting, height and design will not harm the overall visual amenity or character of an area with particular regard to heritage assets.
 - b. Not have a detrimental effect on the occupiers of nearby properties.
 - c. Ensure the installation of the equipment would not harm the health or vigour of existing trees.
 - d. Ensure that building mounted equipment does not have an adverse impact on the visual amenity of the host building or wider street scene
 - e. Ensure that the equipment will not interfere with air traffic or electrical systems
 - f. Ensure that the site will be restored once the equipment is no longer needed
 - g. Limit street clutter through minimising the number, size and prominence of equipment cabins.
 - h. Ensure it does not impede pedestrian movement or compromise highway safety or efficiency.

Explanation

- 11.34 Advanced, high quality and reliable communications infrastructure is essential for the city's economic growth and prosperity. Digital connectivity, including full fibre high speed broadband and 5G, is recognised as crucial for economic growth and social well-being, and is supported by national planning policies.
- 11.35 Digital connectivity is a critical enabler of sustainable economic growth, innovation, and social inclusion. As the economy becomes increasingly digital, access to fast, reliable, and future-proofed broadband and mobile networks is essential for businesses to compete, for residents to access services and opportunities, and for communities to thrive.
- 11.36 Improved digital infrastructure can help address inequalities by connecting underserved areas, supporting remote and flexible working, enabling

digital learning, and improving access to health and public services. It also underpins the delivery of smart city technologies, which can enhance transport, energy efficiency, and environmental monitoring.

- 11.37 Requiring new developments to incorporate gigabit-capable infrastructure ensures that digital connectivity is embedded from the outset, avoiding costly retrofitting and future-proofing communities for technological change. Supporting the rollout of 5G and other wireless technologies will also help meet growing demand for mobile data and enable innovation in sectors such as logistics, healthcare, and manufacturing.
- 11.38 This policy aligns with the city's ambitions for inclusive growth, digital innovation, and environmental sustainability, and ensures that planning plays a proactive role in delivering a connected, competitive, and resilient local economy.



CHAPTER

12

Heritage



12 Heritage

Introduction

12.1 Liverpool's historic environment is an integral part of the city's identity. The character and quality of the city's historic environment is one of its greatest assets, providing local pride and a sense of place to the city and its people. It provides a snapshot into the development of the city from a small Medieval fishing village to one of the most significant maritime mercantile city's in the world throughout the 18th, 19th and early-20th centuries. Whilst in the present day, it has a positive role to play in the successful regeneration and revitalisation of the city as we move through the 21st century.

12.2 Liverpool is home to around 1500 statutorily listed buildings and structures; 36 designated conservation areas; ten Registered Parks and Gardens; and five Scheduled Ancient Monuments, with many more undesignated historic buildings, structures and surfaces contributing to the character of our streets and neighbourhoods. The historic environment is a finite resource and must be preserved, and where opportunities arise, enhanced.

12.3 The following policies seek to sustain the historic environment in ways that allow people to use, enjoy and benefit from it, without compromising the ability of future generations to do the same. The historic environment policies set out a positive strategy for the conservation and enjoyment of the historic environment.



Stanley Dock and the Bascule Bridge

Policy HE1: Historic Environment

1. The City Council will support proposals which preserve or, where appropriate, enhance the historic environment of Liverpool.
2. Particular consideration will be given to ensure that the significance of those elements of its historic environment which contributes to the City's distinctive identity and sense of place are not harmed.
3. Proposals affecting a designated heritage asset (or an archaeological site of national importance) and its setting should seek to preserve the significance of the heritage asset:
 - a. Substantial harm to or total loss of the significance of a designated heritage asset and its setting will be refused, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh the harm or loss, or all of the following apply:
 - i. the nature of the heritage asset prevents all reasonable uses of the site;
 - ii. no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation;
 - iii. conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
 - iv. the harm or loss is outweighed by the benefit of bringing the site back into use.
 - b. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm will be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.
4. Proposals which will help to safeguard the significance of and secure a sustainable future for the City's heritage assets, especially those identified as being at greatest risk of loss or decay, will be supported.
5. Permission will not be granted for planning applications which are not fully justified and accompanied by full information necessary to assess the impact of the proposals on the heritage asset. Proposals that affect heritage assets should be accompanied by a Statement of Significance which may form part of a Design and Access Statement, and/or a Heritage Impact Assessment

Explanation

12.4 The historic environment is an asset of enormous cultural, social, economic and environmental value. Liverpool has a wealth of heritage assets across the city which contribute to Liverpool's distinct and unique character. Its protection and enhancement are therefore important. NPPF requires local planning authorities to set out a positive strategy for the conservation and enjoyment of the historic environment within the Local Plan and should recognise that heritage assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance.

12.5 This policy sets out how the City's heritage assets will be conserved. Given that heritage assets are a finite resource, it is critical that they are retained, and if necessary re-used. The reuse of historic buildings can have many positive effects on the City's image and economy, as older buildings and places are seen as having many characteristics that positively contribute to its culture. They provide local residents with a tangible connection to their past, whilst also conserving important aspects of their history.

Policy HE2: Listed Buildings

1. Proposals that seek to preserve, or where appropriate enhance, the significance of a Listed Building, including its setting, will be supported by the City Council. Proposals that fail to achieve this will be refused, unless it can be demonstrated that the works proposed are required to secure the optimal viable use of the Listed Building and/or the works are fully justified on the wider public benefits of the proposal.

Demolition or total loss of significance of a Listed Building

2. There will be a presumption in favour of the retention of a Listed Building. The demolition or total loss of significance of a Listed Building will be refused, unless it can be demonstrated that the demolition / total loss is necessary to achieve substantial public benefits that outweigh the harm or loss.
3. In respect of planning applications that would lead to the demolition / total loss of significance of a Listed Building, the City Council will take into account the following considerations in applying the policy:
 - a. The importance of the building, its intrinsic architectural and historic interest and its contribution to the local area; and
 - b. The condition of the building and the cost of repairing and maintaining it in relation to its importance; and
 - c. The efforts made to retain the building in use; and
 - d. The merits of alternative proposals for the site; and
 - e. The impacts upon climate change and the embodied energy of the building.

Where there is evidence of deliberate neglect of, or damage to, a listed building, the deteriorated state will not be taken into account in any decision.

4. Any Listed Building Consent granted for demolition or total loss of significance will, where appropriate, be conditional that demolition must not start until:
 - a. Planning permission has been granted and there is evidence that a contract has been let for the full implementation of the redevelopment proposals submitted in support of the application for demolition; and
 - b. Provision is made to record the building prior to demolition, with a copy of the report being placed in the Merseyside Historic Environment Record.

Alterations to a Listed Building

5. Proposals for external / internal alterations or additions to a Listed Building must respect the significance of the Listed Building and be sympathetic to its special architectural or historical interest. Where consent is required for internal alterations, features of interest should be retained and left in-situ wherever possible.

Change of use

6. Proposals for change of use of a Listed Building will only be supported where the original use of the listed building is no longer viable and the proposed new use allows for a sympathetic conversion of the Listed Building, securing its long-term preservation.

Setting

7. The City Council will support proposals for new development that preserves or enhances the setting of a Listed Building. Proposals that harm the setting, including the removal or harm to a key view of the Listed Building, will be resisted.

Explanation

- 12.6 Listed buildings are buildings, objects or structures that have been judged to be of national importance in terms of their architectural or historic interest, which gives them legal protection.
- 12.7 At present, Liverpool has 1,528 list entries, of which 30 are grade I listed and 104 are grade II* listed.
- 12.8 Listed buildings can be enjoyed and used, like any other building. Listing doesn't prevent any change or freeze a building in time, it simply means that Listed Building Consent must be applied for in order to make any changes to that building which might affect its

character as a building of special interest. Listing status covers the entire building, so works which require consent might include the replacement of windows and internal alterations, for example.

- 12.9 In considering planning applications, the City Council shall have special regard to the desirability of preserving the Listed Building or its setting or any features of special architectural or historic interest which it possesses, in accordance with the Planning (Listed Buildings & Conservation Areas) Act 1990, paragraphs 16(2) & 66(1).



St Nicholas' Church

Policy HE3: Conservation Areas

1. Proposals that seek to preserve, or where appropriate enhance, the character and appearance of a Conservation Area, including its setting, will be supported by the City Council. Proposals that fail to achieve this will be refused.

Demolition in a Conservation Area

2. There will be a presumption in favour of the preservation of any building, part of a building or structure in a Conservation Area which makes a positive contribution towards the character or appearance of the area.
3. In considering proposals for the demolition of any building or structure which makes a positive contribution to the character and appearance of the area, the following will be taken into account:
 - a. The importance of the building or structure, its architectural or historic interest, its relationship to the surrounding buildings and its contribution to the character and appearance of the Conservation Area; and
 - b. The condition of the building or structure and the cost of repairing / maintaining it; and
 - c. The efforts made to retain the building in use; and
 - d. The merits of alternative proposals for the site and their contribution to the character and appearance of the Conservation Area; and
 - e. The impacts upon climate change and the embodied energy of the building or structure.
4. Where a building or structure makes little or no contribution to the character and appearance of the Conservation Area, proposals for demolition will be considered against the merits of the alternative proposal/s for the site and the contribution made to preserving or enhancing the character and appearance of the Conservation Area.
5. Where appropriate, the City Council will not grant permission for demolition unless there are approved detailed plans and evidence that a contract has been let for the full implementation of the development scheme.

Alterations & Extensions

6. The City Council will support alterations to buildings & structures within a conservation area that are sympathetic to the original building or structures appearance, ensuring that their contribution to

the conservation area is maintained. The retention & restoration of historic features and details of buildings, including windows & doors, is strongly encouraged.

7. Extensions within a Conservation Area should be complementary to the original building and the local context, respecting the local distinctiveness of the area, with special regard given to the existing architectural design, proportions and materials of the area.
8. Gardens, soft landscaping, boundary treatments and street furniture can all positively contribute towards the character and appearance of a Conservation Area. They should be retained where possible, with newly designed public and private realm to complement the existing character and appearance of the area.

New Development

9. The City Council will support new development within and adjacent to Conservation Areas provided that the proposal maintains the character and appearance of the area. New developments must:
 - a. Be of a high standard of design & materials, appropriate to their setting and local context; and
 - b. Be of an appropriate size & scale to the local street scene; and
 - c. Maintain important character features of the Conservation Area; and
 - d. Preserve the setting of the conservation area, including important views into and out of the area.

Change of Use

10. The City Council will support the change of use of buildings or structures within a Conservation Area where the proposal secures their preservation. The proposed use should not detract from the character and appearance of the area, through inappropriate alterations.



Canning Street

Explanation

- 12.10 A conservation area is an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.
- 12.11 The Council are responsible for identifying and designating conservation areas and at present there are 36 conservation areas within the city of Liverpool. Our conservation areas cover about 1,000 hectares of the city's total 11,160 hectares – about 9 percent of the City's area. These protect approximately 19,000 properties.
- 12.12 Liverpool's conservation areas provide attractive places to live and work and contribute to the quality of life for local people. They vary in heritage typologies from historic docklands to former historic villages, but all make a positive contribution to the distinctiveness of Liverpool.
- 12.13 In considering planning applications, the City Council shall pay special attention to the desirability of preserving or enhancing the character or appearance of that area, in accordance with the Planning (Listed Buildings & Conservation Areas) Act 1990, paragraph 72(1)
- 12.14 It shall be the duty of the Council from time to time to review conservation areas and their boundaries and to determine whether any parts or any further parts of their area should be designated as conservation areas; and, if they so determine, they shall designate those parts accordingly.
- 12.15 As part of the production of this policy, the Council are currently undergoing the process of a boundary review of all 36 conservation areas, to ensure that the boundaries are correct. The boundary review will provide an evidence base for this local plan.
- 12.16 Where Article 4 Directions have been used to control permitted development rights within a conservation area, the Council will review and update the Article 4 Directions to align with changes and new permitted development rights as and when required.

Policy HE4: Historic Parks & Gardens

1. The City Council will seek to preserve or enhance the significance and setting of its registered historic parks and gardens. Development proposals within or adjacent to a designated area will be supported provided that:
 - a. Important buildings & structures that contribute to the significance of the heritage asset are retained; and
 - b. Designed landscapes within the area are maintained; and
 - c. The proposal seeks to reinstate a landscape or built feature that has previously been lost, but would enhance the significance of the area; and
 - d. New uses are sympathetic to the character and appearance of the area; and
 - e. Any new development within or adjacent to the area does not encroach on key views and/or harm the sense of place of the heritage asset.

Explanation

12.17 The 'Register of Historic Parks and Gardens of Special Historic Interest in England' provides a listing and classification system for historic parks and gardens similar to that used for listed buildings. The register was set up by Historic England under the provisions of the National Heritage Act 1983.

12.18 Liverpool has a fine legacy of parks, gardens and cemeteries of which 10 are included on the national list. The full list is: St James Cemetery and Park (Grade I); Anfield Cemetery (Grade II*); Princes Park (Grade II*); Sefton Park (Grade I); Allerton Cemetery (grade II); Croxteth Park (grade II); Newsham Park (grade II); Stanley Park (grade II*); Toxteth Cemetery (grade II); Wavertree Botanic Garden (grade II).



St James Cemetery, Liverpool Anglican Cathedral

Policy HE5: Scheduled Monuments & Archaeological Remains

1. Proposals that seek to preserve, or where appropriate enhance, the significance of a Scheduled Monument, including its setting, will be supported by the City Council. Proposals that fail to achieve this will be refused.
2. Archaeological remains that are demonstrably of equivalent significance to scheduled monuments, will be considered subject to the same requirements for designated heritage assets.
3. Preliminary archaeological site investigations may be required before proposals are considered. In those cases where development affecting such sites is acceptable in principle, mitigation of damage will be ensured through preservation of the remains in situ as a preferred solution. When in situ preservation is not justified, the developer will be required to make adequate provision for excavation and recording before or during development.
4. Subsequent analysis, publication and dissemination of the findings will be required to be submitted to the Council and deposited within the Merseyside Historic Environment Record.

Explanation

- 12.19 Scheduling is the selection of nationally important archaeological sites. Although archaeology and important historic sites are all around us, monuments are added to the Schedule if the Secretary of State considers that they are of national importance and that the protection which comes with scheduling would assist the monument's conservation.
- 12.20 While some change to a monument may be possible, there is a presumption that they will be handed on to future generations in much the same state (or a better state) than we have found them. As a result, Scheduled Monument Consent is needed to carry out works to a Scheduled Monument. Scheduling derives its authority from the Ancient Monuments and Archaeological Areas Act of 1979. Under the terms of this Act, the Secretary of State has a duty to compile and maintain a schedule of ancient monuments of national importance. Scheduled Monument Consent is applied to and managed by Historic England, not Liverpool City Council.
- 12.21 Liverpool has four scheduled monuments - The Calderstones, Allerton; Robin Hood's Stone, Allerton; Site of motte and bailey castle, West Derby; Speke Hall and moated site.



Robin Hood's Stone, Allerton



The Old Dock, Liverpool ONE

Policy HE6: Historic Environment and Climate Change

1. Climate change and energy efficiency proposals (including retrofitting) will be supported where there is no harm to the significance of a designated heritage asset.
2. Where harm to the significance of a designated heritage asset is identified, this harm will need to be weighed against the wider public benefits of the proposal and will be assessed in the context of:
 - a) The quantifiable energy (and carbon) saving or generating benefits; and
 - b) The embodied energy/carbon costs of installing the measures; and
 - c) evidence that:
 - i. all other alternative measures that would cause less harm to the designated heritage asset and its setting have been fully considered, implemented or included;
 - ii. any secondary impacts on the heritage asset have been fully considered;
 - iii. all options for minimising harm have been fully explored and, where appropriate included; and
 - iv. The potential ease of reversibility of any proposals.

Explanation

- 12.22 The retention, regeneration and reuse of our historic building stock can help the city address the impacts of climate change by avoiding the higher carbon footprint associated with new construction, to have a sustainable future, heritage assets need to adapt to meet changing needs.
- 12.23 There will almost always be scope to find sensitive solutions to improve access to the historic environment and upgrade facilities and environmental

performance. A sensitive and tailored approach to design and specification needs to be taken which recognises modern and historic buildings function differently and ensures that their significance is not compromised, having regard to impacts on historic fabric, traditional construction, siting, visibility, and design. The Council will encourage creative design approaches to the upgrading of historic buildings where they preserve, or if possible enhance, their significance.

Policy HE7: Non-Designated Heritage Assets

1. In considering proposals that affect a non-designated heritage asset, including their setting, the City Council will give substantial weight to protecting and conserving the key characteristics that account for their identification as a non-designated heritage asset, including the retention of key original features.
2. Works will only be permitted to a non-designated heritage asset where the benefits outweigh the harm or loss, having regard to the significance of the heritage asset.
3. The City Council may identify non-designated heritage assets as part of the decision-making process on planning applications.

Explanation

12.24 Non-Designated Heritage Assets are buildings, monuments, sites, places, areas or landscapes identified by plan-making bodies as having a degree of heritage significance meriting consideration in planning decisions but which do not meet the criteria for designated heritage assets.

12.25 Liverpool has a vast array of heritage assets across the city which may not meet the strict requirements of national designation but nonetheless make an important contribution to the local character and appearance of the area. Many of these local heritage assets also have important value to local people

and this needs to be given due consideration in the planning process.

12.26 The Council may identify non-designated heritage assets as part of the decision-making process on planning applications, for example, following archaeological investigations. It is helpful if plans note areas with potential for the discovery of non-designated heritage assets with archaeological interest. The historic environment record will be a useful indicator of archaeological potential in the area. This is as per the guidance set out within the NPPF planning practice guide, paragraph 40 of Historic Environment section.



Lark Lane former Police Station

Policy HE8: City Image & Landmark Buildings

1. All new development proposals must pay special attention to the city image, and ensure that key views of landmark buildings are preserved, and where opportunities arise, enhanced. Developments should not have an adverse impact on the key views of the city's landmarks, by obstructing a public view of a landmark building, overly dominating a panorama in which a landmark building is experienced or by competing with the status of the landmark building.
2. Great weight will be given to preserving key views of the city's iconic landmarks; The Three Graces (Royal Liver Building, Cunard Building, Port of Liverpool Building), Anglican Cathedral and Metropolitan Cathedral..

Assessment

3. As part of any planning application submission, the applicant should demonstrate how the proposal impacts upon the City Image and Landmark Buildings through the submission of a view analysis;

this can be provided within the Design & Access Statement, or as part of a Visual Impact Assessment (VIA).

4. The Council has established a set of sensitive key views to, from and within Liverpool. These will be included in an Appendix to the Local Plan and will be given great weight in the determination of planning applications.
5. Applicants are expected to provide an assessment of all key views and kinetic river views where a proposed development may impact upon these views. Applicants are advised to engage in pre-application discussions with the City Council to agree which views will be required as part of any formal submission and the level of view assessment required; in most instances verified views / accurate visual representations (AVR's) will be required.

Explanation

12.27 Liverpool's unique city image is derived from its relationship with the River Mersey and the city's distinctive silhouette including a number of highly iconic landmarks. The city's most iconic landmarks are situated in strategic locations, on the river front (The Three Graces - Royal Liver Building, Cunard Building & Port of Liverpool Building) and on the ridge line (Anglican Cathedral and Metropolitan Cathedral), where they have a commanding presence in views of the city from the River Mersey & The Wirral coastline, but also where they are visually prominent from within the city's urban fabric. The Council wish to protect this important relationship between the city and the river, so that current and future generations can enjoy this distinctive relationship.

12.28 In addition to the City Image and our Iconic Landmarks. There are many other landmark buildings that form a fundamental part of the city's character. They make a positive contribution to the skyline and distinctiveness of the city because of their size, architectural quality, location and / or their group value. They provide visual reference points across the cityscape and in many instances, form major components of key views, river views or local views.

12.29 It is also important to note that not all landmark buildings are located within the city centre. A local

landmark can take many forms, from a historical event taking place there, an important wayfinder when navigating the city, high communal value, high architectural quality or its age. For example, historic parish churches within the suburbs of Liverpool have been the centre of their communities for centuries and may form a key focal point to the community, providing an important sense of place.

12.30 Landmark buildings within Liverpool include: Stanley Dock Complex (inc. Victoria Clock Tower), Royal Albert Dock, Liverpool Town Hall, St George's Hall, William Brown Street Museums & Galleries, Lime Street Station, Municipal Building, St Luke's Church, St John's Beacon, St Nicholas Church, Waterloo Warehouse, Wapping Warehouse. This is not an exhaustive list and the Council can identify landmark buildings as part of the planning decision making process.

12.31 Not all landmark buildings are listed buildings, but many are. Views to and from these listed buildings form part of their setting and consequently are a material consideration in determining planning applications.

12.32 As part of the preparation of this policy, updated key views have been produced to support the assessment of planning applications. These key views are located within an appendix to the Local Plan. They are taken from Liverpool Views Framework, Evidential Report (dated 06.2025).

Policy HE9: Dock Water Space (including Quaysides)

1. There is a general presumption against the infill of existing water spaces within the docks. Proposals to reduce the depth or width of the water space through partial infilling will normally be refused.
2. There are some exceptional instances where proposals to build within the water space may be acceptable to the Council. In such circumstances, all of the following requirements must be achieved:
 - a. Berthed vessels and non-permanent structures, must be;
 - i. for a temporary period of time; and
 - ii. limited in size & scale, only covering a small portion of the water space; and
 - iii. allow for the water space to remain the dominant characteristic.
 - b. Permanent structures, must;
 - i. Comply with items ii. & iii in clause a.
 - ii. Improve accessibility and use of the remaining dock water space; and
 - iii. Have wider public benefits, justifying any potential harm.
3. The Council will support proposals that seek to improve public access to the existing water space or surrounding quaysides, providing them with new active uses that allow for current and future generations to better experience the historic docks and their importance to the history of Liverpool. Works should preserve the historic character of the docks and comply with Policy CC17 - Waterfront Design Requirements.
4. The dock water spaces are also some of the few open spaces in these areas, providing biodiversity and wellbeing benefits. Proposals should conserve and where possible, enhance these benefits, in alignment with Policy CC16- Recreational Use and Activation of Dock Water Spaces, Quaysides and the Waterfront, and Policy GI4 – Water Spaces.

Explanation

12.33 Liverpool has one of the largest and most complete systems of historic docks anywhere in the world. The complex of interlinking docks that run along the River Mersey frontage and the surviving water spaces within them are a crucial aspect of Liverpool's historic character, they form an essential part of the City's waterfront and it's maritime mercantile past.

12.34 Where the surviving docks remain intact, they still show a strong homogeneity of design and materials that creates a distinctive dock landscape. The water bodies within these docks are fundamental to their

character and historic importance. It is essential that the fundamental integrity of the docks as open water spaces is retained.

12.35 Many of the City's docks, both the water spaces and the adjoining quaysides, are underutilised following the decline of the port in the latter half of the C20th century and are now obsolete as operational commercial docks. The Council encourages proposals that seek to give new active uses to the docks and the adjoining quaysides that strikes a balance between preserving the past and providing a new future use for these important heritage assets.



Salthouse Dock



CHAPTER

13

Quality Placemaking and Urban Design



13

Quality Placemaking and Urban Design

Introduction

- 13.1 Liverpool has a unique identity and character with many distinctive and vibrant neighbourhoods and communities with a celebrated history reflected in the City's built-environment and architectural heritage: its terraced streets, dock warehouses, civic buildings and spaces, and Victorian parks.
- 13.2 Excellence in design and placemaking is essential to creating successful buildings and spaces that work well for everyone, that are attractive, built to last, and will adapt to the needs of current and future generations. It is important to manage development in Liverpool so that it takes place in the most appropriate locations to conserve and enhance the features that make Liverpool an attractive, vibrant, healthy, and interesting place to live, work, and visit.
- 13.3 Promoting and protecting high quality design is key to ensuring sustainable growth in the city and will be a major consideration when the City Council assesses development proposals. Principles of good design are applicable at all scales of development: from alterations to and proposals for individual buildings, to the arrangement of buildings in their environment, their use, how they relate to their context, the spaces they create, and the way in which a development and area functions.
- 13.4 This Local Plan includes policy to support high-quality developments that positively contribute to quality of place and the City's identity and character. Design is at the heart of creating inclusive and liveable communities and shaping successful places with a high-quality public realm as part of an 'urban living' approach including streets and public spaces that are generous, vibrant, sociable, and grounded in place.



Policy QD1: Strategic Masterplans & Frameworks

1. In accordance with Policy STP9, and to ensure quality placemaking this policy will identify sites and areas where the City Council will require a comprehensive approach to development to ensure a collaborative, joined-up approach to planning and shaping the future of an area. This may include a requirement for a Masterplan, Strategic Regeneration Framework and/or a Design Code to be developed.
2. The policy will require a holistic approach to site assembly, layout and design that is mindful of adjacent sites, where suitable for redevelopment, and will ensure that proposals avoid prejudicing or reducing future development potential and quality where development is of a significant scale and prominence. The sites to which this approach will apply will include those areas set out in the Spatial Growth Policy (STP2) and large development sites/ key employment areas including but not limited to:
 - a. City Centre and Fringes, including the following sites/ areas as identified on the City Centre Character Map
 - Pumpfields and Limekilns
 - Central Station
 - St. George's Gateway
 - Paddington Village including Paddington South
 - Pall Mall and Moorfields
 - Great George Street
 - King Edward Triangle
 - Former Royal Hospital Site
 - Kings Dock
 - Wapping Goods Yard
 - b. Brunswick
 - c. Former Garden Festival Site (Site H18)
 - d. Stonebridge (Site ME5)
 - e. Sites in and around key transport hubs including Sandhills and Baltic stations
 - f. Garston Industrial Estate and surrounds
3. The policy will also cover developments outwith these identified sites that meet a threshold/specific criteria requiring the applicant to produce and agree a masterplan and/or design guides/codes.
4. It is intended that the policy will also set key matters to be covered by a masterplan.

Explanation

- 113.5 Policy STP9 requires proposals not to prejudice the existing and future development potential of adjoining sites or the potential for the area to achieve a coherent, interconnected and integrated built form. Specifically, it requires large scale development proposals and proposals within the spatial growth priority areas to take a comprehensive approach to site design and layout. This policy provides more detail and sets out the locations to which such an approach will apply.
- 113.6 Large scale, comprehensive development in the Liverpool is an important part of achieving the city's housing targets, encouraging economic growth, and meeting the needs of the city's occupants. It is important that these large developments are designed and delivered to a high standard and take a comprehensive approach.
- 113.7 For developments at key identified sites, of a type/ scale that meet a certain threshold/criteria or in close proximity to adjoining sites in key regeneration areas, the Plan will require an applicant to produce and agree a masterplan and/or design guides/codes. Masterplans,

design guides and codes provide a local framework for creating coherent and distinctive places with a consistent and high-quality standard of design and placemaking. Their extent, level of detail, and the degree of prescription therein should be tailored to the circumstances and scale of change in each place and should allow for a suitable degree of variety.

- 113.8 Design guides and codes can be prepared at an area-wide, neighbourhood or site-specific scale, and should be produced prior to detailed designs at planning application stage. All guides and codes should be based on effective community engagement and reflect local aspirations for the development of their area.

Policy QD2: Design Principles

All new development proposals in Liverpool must respect, respond to, and, in most cases, enhance, all of the following fundamental qualities of successful places and spaces:

1. Character and Context

Proposals must identify and respond to the elements of a place that differentiates it and makes it recognisable. These elements can include but are not limited to: distinctive natural features and landforms, locally distinctive and/or historic buildings, locally distinctive public spaces, street patterns, skylines and roofscapes, prevailing building materials, local cultures and traditions, and other significant spaces.

2. Continuity and Enclosure

Proposals must ensure a clarity of form in the built environment, with an appropriate scale, height and massing that define streets and open spaces. Breaks in building lines should typically be avoided unless justified through design quality, and there should be no leftover or unused spaces created by new developments. Existing leftover, vacant, and derelict spaces, should be improved.

3. Quality Public Realm

Excellent and inclusive public spaces and routes should be animated by activity, safe and pleasant to use for every resident of the city. The public realm should be inclusive and enhanced by carefully designed, integrated and robust lighting, street furniture, landscaping, and public art, and easily accessed and maintained.

4. Ease of Movement

All development proposals must ensure that places are easy to get to, move through and inclusive. Proposals must contribute to ensuring places are well-connected and permeable, with direct, safe connections via inclusive and well-designed streets and footpaths which take a people first approach. Active and sustainable transport should be prioritised.

5. Legibility

All development proposals must demonstrate that the layout and form ensure that the place in which it is located is easily navigable and understood, through both explicit (signage, wayfinding) and implicit route markers (landmarks, focal points, views, and gateways). Well-designed lighting, surfaces, landscaping, and integrated public art can all contribute to improving the legibility of a place. Layout must also be inclusive.

6. Adaptability

Places and buildings should be adaptable to meet the changing needs of the city and its residents, including responding to climate change. Buildings should be designed to be adaptable and flexible, for both present and future needs and uses. Existing buildings, particularly those of historic importance, should be re-used and adapted; and

7. Diversity

Places should contain and encourage variety, accommodating a diversity of uses, spaces and tenures, forms and styles, and communities and cultures as appropriate to the character of the site and area. All places should be fully inclusive.

Explanation

13.9 This policy sets out seven principles that a development proposal should demonstrate that it has considered in detail to ensure high design quality and placemaking. All development should be designed to a high quality to make a positive contribution to the character and distinctiveness of its setting. Liverpool has many discrete, distinctive character areas, and this variation must be considered to ensure delivery of developments that are grounded in their local context. Reinforcing and maintaining these local characters is essential. High-quality layouts help to define a place, encourage ease of movement, create legible and permeable places, and

can encourage neighbourly interactions to dissuade anti-social behaviour and prevent crime.

13.10 Schemes which do not adequately respond to these seven principles will not be supported.

Policy QD3: Local Character and Distinctiveness

All development proposals including new buildings, spaces and alterations and/or extensions to buildings should:

- a. Integrate well into the established urban fabric and should seek to restore historic street patterns;
- b. Seek to re-use and adapt existing buildings, where they exist;
- c. Respond to the topography of the site, and to the natural and built landscapes of its wider setting;
- d. Allow for ease of multi-modal movement, transition, and connection to other places, prioritising pedestrians, active travel, wheeling and users of public transport;
- e. Ensure the design and layout promotes physical activity;
- f. Adhere to established hierarchies and height-width ratios of streets and spaces, and respect existing focal buildings, landmarks, nodes, and gateways;
- g. Be of a scale, height, and mass that is appropriate and proportionate to the function of the building(s) and its setting, considering its impact on the streetscene and skyline and in accordance with Policy QD7 and the Tall Buildings SPD;
- h. Provide active frontages overlooking the public realm to ensure natural surveillance over these spaces;
- i. Consider future expansions, adaptations, or changes of use from the outset;
- j. Reduce opportunities for crime and/or anti-social behaviours without compromising useability, accessibility, and attractiveness;
- k. Ensure good outlook and adequate privacy for all existing and proposed developments;
- l. Provide sufficient sunlight and daylight to penetrate into and between buildings, and ensure that adjoining land or properties are protected from unacceptable overshadowing;
- m. Provide safe, secure, and usable private and private communal space;
- n. Integrate any car parking, cycle storage, and waste and recycling stores in an attractive and well-considered manner;
- o. Consider landscaping as integral to the layout design, respecting and enhancing the distinctive character of the site;
- p. Demonstrate that adequate building and street/space management has been considered as part of the design, and appropriate regimes put in place to demonstrate how these will be secured and delivered; and
- q. Integrate Sustainable Urban Drainage Systems (SUDs) at the earliest stages of the design process to ensure that they are successfully designed, built and maintained, are appropriate for the site circumstances, and are well incorporated into the development layout.

Explanation

113.11 All new development proposals sit within a context of existing streets, neighbourhoods, districts, and the wider city. This policy sets requirements to ensure that all development responds to character and distinctiveness.

13.12 Placemaking is the process of designing the places where we live, work, play, and gather with care – understanding not just a physical site but the stories, uses, and relationships that define it. Successful placemaking must reflect the needs and aspirations of local communities. This policy promotes development that looks outward, creating spaces and places that are generous, vibrant, sociable, and grounded in place. In accordance with NPPF the City Council will refuse schemes where the design is considered to be poor.

13.13 Development must be designed to a high quality, respond to the local topography, integrate with existing patterns of development, and be safe, robust, and inclusive. Site morphology and the importance of street hierarchies, the ratio of built height to street-width, should be considered. Buildings may be crucial movement or navigation devices and affect legibility and permeability within an area. Development should ensure the continuity of building lines and patterns of enclosure. Significant buildings, which may be set in larger plots, will require a rigorous approach to the space surrounding them. Where spaces are associated with significant buildings and civic functions they should be seen as outdoor extensions of those functions and allow for multiple and varied uses.

- 13.14 Development should consider the shape and size of buildings, their relationship with one another and the spaces in between, and how they will influence activity and movement in a place. Buildings should be appropriate for their proposed uses; the height, scale, and massing of buildings are all key considerations.
- 13.15 Development should be designed from the outset as a 'whole landscape', with equal consideration paid to spaces external to any buildings. Designs should be informed by and respond to existing landscape character, trees, and natural features. New outdoor spaces should work in harmony with the buildings to provide a distinctive setting, outdoor amenity for

occupants and a comprehensive range of functionality, such as space for play, refuse-collection, car-parking, cycle parking, flood risk management, and surface water drainage. Sustainable Urban Drainage Systems (SUDs) should be considered and integrated at the earliest stages of the design process.

- 13.16 New developments in the city should encourage and promote sport and physical activity through the design and layout of our built environment to support a step change towards healthier and more active lifestyles, in line with the latest active design guidance produced by Sport England.

Policy QD4: Streets and Public Realm

When proposing developments that include streets and areas of public realm, it should be demonstrated that the design:

- a. Considers the location's role within the overall movement hierarchy of the area;
- b. Reinforces and complements local character and distinctiveness;
- c. Incorporates strong inclusive design principles and minimises physical barriers and visual clutter
- d. Is based on a clear rationale of functions. The public realm should be designed to maximise opportunities for activity and enjoyment, and encourage interaction and community cohesion;
- e. Is based on the primacy of people who are walking, wheeling, and cycling over those in private vehicles;
- f. Contributes to encouraging physical activity
- g. Allows for servicing and incorporates adequate cycle- and car-parking, if necessary;
- h. Incorporates existing and historically important features that contribute to sense of place;
- i. Has considered design solutions to cater for use in all weathers;
- j. Incorporates street furniture of attractive, functional, and accessible design, that is scaled appropriately for its setting and integrates with existing furniture if appropriate; and
- k. Aligns within the guidance in the Public Realm Strategy SPD and other adopted SPDs.

Explanation

- 13.17 The public realm is an essential part of everyday urban life. How public spaces are planned, designed, and built, how they are maintained, how clean they are, and how safe we feel while using them influences our experience of the city in which we live, socialise, visit, and/or work.
- 13.18 The public realm is the space between buildings which is freely and publicly accessible to all, including streets, squares, forecourts, parks and open spaces. It can include private spaces that are freely accessible to the public. A successful public realm can enhance our quality of life by encouraging active travel, improving mental well-being, fostering economic growth and

forward investment, contributing to biodiversity and climate change resilience, and by bringing people to and encouraging them to dwell at a place. It also provides the space for the essential services without which the city could not function.

- 13.19 A poorly designed public realm can lead to street clutter and negatively impact on the accessibility and attractiveness of an area. The City Council will seek to ensure that new development contributes to the delivery of a high-quality inclusive public realm. Irrespective of whether land is in public or private ownership, development must be accessible and safe, as well as maintained and managed in an appropriate way. This is particularly important to promote inclusive

environments. Public Realm design should also contribute to enhancing opportunities for physical activity as set out in Sport England's Active Design guidance. The design of streets and spaces including street lighting, paving, street furniture, public art installations and signage should be of the highest quality and contribute to local distinctiveness.

13.20 All development proposals should also align with the guidance in the adopted Public Realm Strategy SPD which is a material consideration and sets a clear framework to ensure the delivery of a world class network of public realm. A number of other adopted spatial SPDs also consider public realm and should also apply; as should the emerging Waterfront Vision and SPD.

Policy QD5: Inclusive Design

1. All development proposals, by virtue of their location and physical features, should meet the highest standards of accessibility and inclusion so that all potential users, regardless of physical, sensory or cognitive ability, age or gender can use the development safely and easily.
2. Development proposals (including extensions, alterations and changes of use) for any building that the public may use will be required to provide safe, easy and inclusive access for all people. This should include access to, into, and within the building and its facilities, as well as appropriate car parking and access to public transport provision. Planning applications will be expected to indicate space standards, (including door, corridor, wheelchair turning circles, ramp gradients, parking bay widths), together with any facilities such as lifts and ramps . required for compliance with good practice, inclusive design guidance documents, Equality legislation and policies.
3. Development proposals to extend and/or enhance the public realm and the pedestrian environment should be designed to meet the highest standards of access and inclusion.
4. Alterations and extensions to historic buildings and their settings should take every possible opportunity to improve access for all into and around the premises whilst having regard to what makes the building and surrounding area special. Where, in the view of the City Council such provision may reasonably be achieved, the Council will require its provision.
5. All external works should be designed to be accessible and safe for people with physical, sensory or cognitive impairments. Layouts should be arranged to facilitate access to and within the buildings.
6. The highest standards of accessibility and inclusion should be met in all developments that would result in the provision of jobs.
7. All 'Major' applications will need to be accompanied by an Inclusive Design Statement, where appropriate, that could form part of Design and Access Statement. This should show that the principles of inclusive design, including the specific needs of disabled people, have been integrated into the proposed development and how inclusion will be maintained and managed.
8. Residential development proposals should meet the requirements set out in Policy H12 Accessible Homes.

Explanation

- 13.21 The NPPF requires policies and decisions to create places that are safe, inclusive and accessible. Developments should promote health and well-being, with a high standard of amenity for existing and future users.
- 13.22 Inclusive design is about creating an environment where everyone can access and benefit from the full range of opportunities available to members of society. It aims to remove barriers that create undue effort, separation or special treatment and enables everyone

regardless of physical, sensory or cognitive ability age or gender, to participate equally, confidently and independently in mainstream activities with choice and dignity. The use of BS8300 will assist greatly in meeting the requirements of this policy. This policy seeks to ensure that all new development in the City is inclusive by setting out requirements which the City Council will expect all development proposals to meet.

Policy QD6: New Development & Alterations and Extensions to Existing Buildings

1. All new developments must be designed to the highest standards, based on a good placemaking principles, and respond to the character of their setting. Design proposals for new buildings must demonstrate that:
 - a. The building has appropriate active frontages onto the public realm which offer natural surveillance over external spaces, with a clear hierarchy of openings including a clearly-defined principal entrance;
 - b. Both communal and private amenity space is provided, where appropriate to the end-use;
 - c. The orientation and the potential for overlooking and/or interface issues that may impact upon existing structures and neighbouring plots have been considered and addressed;
 - d. The potential micro-climate created by the development/ building has been considered and addressed;
 - e. Buildings and structures are robust and adaptable;
 - f. Adequate sound attenuation and fume extraction will be achieved, especially in mixed-use buildings;
 - g. The building will aid legibility and ease of movement, and its function in the overall inter-connectivity of the city and its hierarchies;
 - h. Any potential impacts on views, vistas, and the setting of designated and non-designated heritage assets or other landmarks are understood and have been considered in accordance with other Plan policies and the Tall Buildings SPD;
 - i. The materiality, tone, and texture of the area is reflected in the design;
 - j. There is a clear rationale for continuity or contrast, and how the building 'fits' with the architectural structure of the area, including the ratio of built form to open space;
 - k. The building design is resource and energy efficient, and includes features such as renewable energy generation, green infrastructure and low carbon materials. Designs should meet the highest environmental quality standards in accordance with recognised building sustainability certification systems and should accord with the policies in respect of sustainability and climate in Chapter XX of this Local Plan;
 - l. There will be appropriate levels of cycle and car-parking, and access for servicing, and;
 - m. Inclusive design principles have been fully met in accordance with Policy QD5;
 - n. Innovative solutions have been incorporated where possible which allow for use of development in all weathers, particularly in the city centre where it would contribute to a network of sheltered walkways;
2. Development that includes alterations and extensions to existing buildings should ensure that:
 - a. The scale, proportion, form, materials and character of the existing building are considered in the proposals;
 - b. The impact is minimised on neighbouring properties in terms of overshadowing, overlooking, noise and fumes;
 - c. Adequate amenity space is retained for the occupiers of the building;
 - d. Distinctive historic features on the existing building are retained;
 - e. Sufficient space is retained within the curtilage of the property for adequate containment of waste;
 - f. The overall character of the area is retained; and
 - g. Every effort is made to improve access for disabled people. The existing level of access must not be reduced.

Explanation

13.23 The NPPF underlines the importance of creating “high quality, beautiful and sustainable buildings and places” as “fundamental to what the planning and development process should achieve”. Outstanding design has been at the heart of Liverpool’s recent regeneration success, and continuing to deliver inspirational, contextual urban design is key to securing a thriving international City and Region. Both the public and private sector have invested heavily in Liverpool’s urban environment, with many schemes recognised by regional and national design awards. This policy sets

out criteria to ensure new buildings are of the highest quality design reflecting the characteristics of the local area.

13.24 It is important that the design of alterations and extensions to existing buildings is of the highest quality and reflects the character of the existing building, adjacent properties and the area. Extensions can have a major impact on the appearance of an area, and poorly designed extensions and alterations may have an adverse impact on the quality and character of the area; this policy seeks to ensure extensions are of high design quality.

Policy QD7: Tall Buildings

1. Tall buildings are defined as those that are 1.5 times or taller than the Local Context Height (LCR) of a surrounding area. Tall buildings that are in the right location, are well designed, incorporate the highest standards of materials, and protect and enhance Liverpool’s distinctiveness will have a positive impact on the City and will be supported, in principle, where:
 - a. The proposal accords with the adopted Tall Buildings SPD including with respect to the identified clusters. Proposals outside these clusters or of a greater height should demonstrate that the proposal will achieve significant additional public benefit and be of outstanding design.
 - b. It can be fully demonstrated that the building/s will positively benefit both its immediate setting and the wider city in terms of social, economic, placemaking, and environmental goals, and contribute to the continued regeneration of the city;
 - c. The building/s contribute positively to Liverpool’s unique city image. Tall buildings must be designed to enhance the local character and distinctiveness of an area, and respond well to the form, proportions, composition, scale and character of its neighbours, and exhibit design excellence and incorporate high-quality materials, finishes and details;
 - d. The building/s would enhance the skyline and city image of Liverpool, detailed in Policy HE8, individually or as part of a group. Tall buildings must not have an unacceptable harmful impact on their surroundings, including on identified

Key Views, heritage assets, valued townscapes or landscapes, or detract from existing landmarks;

- e. Careful consideration has been given to the articulation of the top, middle, and base sections of the proposed building. This includes the use of active plinths and “human scale” design at street level, an appropriate pattern of fenestration and detail, and attractive solutions for the top;
- f. The building/s contribute to improving the permeability of the proposal site and of the wider area;
- g. The building/s are proportional to their function and improve the legibility of an area. District scale tall buildings and Metropolitan scale tall buildings will only be considered appropriate provided they meet the requirements set out in this Plan as a whole and the guidance set out in the adopted Tall Buildings SPD ;
- h. The building/s provide adequate public, private dedicated or communal outdoor space and access to social infrastructure for new occupants of the building and ensure the cumulative impacts of existing, proposed and consented tall buildings in local, district and metropolitan areas are considered when assessing tall building proposals as set out above;
- i. It is demonstrated that the proposal is part of or will contribute to a comprehensive development, facilitating delivery of wider regeneration beyond the proposal itself;
- j. The proposal provides a mix of uses that

- contribute to economic activity, regeneration, place-making and the vitality of an area;
 - k. It would not prejudice, by virtue of its exceptional scale, the future development potential of adjacent/neighbouring buildings or plots;
 - l. It would not have an adverse impact on the microclimate and amenity of the application site and the surrounding area, considering wind impact, day and sun lighting, privacy and outlook of existing and future residents;
 - m. It would not cause neighbouring clusters to merge into one another, to maintain clearly perceptible 'valleys between peaks'.
3. Proposals that include a tall building will be required to engage with an external design review panel during the development process.
 4. Proposals for groups of tall buildings will need to demonstrate an appropriate relationship with each other and to the wider surrounding area, including the value of the group of buildings to longer distance views in addition to the immediate context.
 5. Outline planning applications for tall buildings should be accompanied by a sufficiently detailed design code, coordinated with parameter plans, with these secured as part of any planning permission.
 6. Proposals for tall buildings that are likely to have a significant adverse impact on one or more of the following will be considered unacceptable:
 - a. Micro-climatic conditions (specifically down-draughts and lateral winds over public spaces)
 - b. Impacts to the surrounding area (including open spaces and other buildings and waterways) that relate to:
 - i. Overlooking
 - ii. Daylight
 - iii. Overshadowing
 - iv. Light spill/reflection
 - v. Wider amenity

Explanation

- 13.25 Liverpool has a unique and internationally important history, captured in its rich blend of old and new buildings. Tall buildings that are well designed, incorporate the highest standards of architecture and materials, are in the right location, and that embody, protect and promote Liverpool's distinctiveness can help to accommodate growth in the city and enhance its distinctive skyline. The City Council will support proposals for Tall Buildings that demonstrate that they will deliver on these positive benefits. Tall buildings that are in the wrong location, are poorly articulated, or are of an excessive height can have a detrimental and irreversible impact on the city and will not be permitted.
- 13.26 Tall is a relative term, and a building that would be considered tall in one location might not be in another: for the purposes of this policy, a Tall Building is a building that would be taller than 1.5 times its Local Context Height (LCH), as identified in the maps appended to the Liverpool Tall Buildings SPD. The SPD expands upon this policy with further details, including a detailed evidence base, methodology, and supporting maps. The SPD provides a framework and evidence base for the assessment of proposals for tall buildings throughout the City.
- 13.27 Tall buildings should only be proposed in locations where the local built form, height, and character can successfully assimilate the massing, height and quantum of use of the proposed building. Tall building proposals will need to fully consider their potential impact on the heritage and character of their location and of the wider city. The impact of tall buildings proposed in, or adjacent to, sensitive locations, such as conservation areas, listed buildings and their setting(s), registered historic parks and gardens, and Scheduled Ancient Monuments, should be carefully considered. Proposals in these locations may result in harm to heritage assets; the more sensitive the area, the more likely the harm.
- 13.28 Proposals for tall buildings in potentially sensitive locations should demonstrate that they have considered the impact upon the City Image and Landmark Buildings through the submission of a view analysis; this can be provided within the Design & Access Statement, or as part of a Visual Impact Assessment (VIA). The Council has produced updated key views to support the assessment of planning applications. These key views are set out in the Liverpool Views Framework, Evidential Report (2025) and will form an appendix to the Local Plan.
- 13.29 Applications for tall buildings must provide a clear and robust justification for the height and scale of the proposal. Tall buildings should be meaningful, and individually or cumulatively reinforce the spatial

hierarchy of the local and wider context, aiding legibility and wayfinding. The height and scale of a tall building should be proportionate to the civic significance of the location or function they fulfill. A local-scale tall building (i.e. a building that would be between 1.5 times and 3 times its LCH) could be acceptable in a wide variety of locations, as their visual impact will be relatively limited when compared to taller buildings. District-scale tall buildings (i.e. those that would be between 3 and 5 times taller than their LCH) or Metropolitan-scale tall buildings (i.e. those that would be in excess of 5 times taller than their LCH) will only be acceptable where they meet the requirements set out in this policy.

13.30 In areas where the relevant Local Context Height (LCH) is lower than the Broad Context Height, identified in the Tall Buildings SPD, the LCH should be used unless it can be demonstrated that the context height in this area is changing through new development. In all cases, the level of justification required for a proposed tall building will be greater as the proposed height increases.

13.31 Proposals for Tall Buildings should also accord with the adopted Tall Buildings SPD, and in respect of proposals outside the identified clusters or of a height above the cluster recommendations should be of exceptional design and deliver public benefit.

Policy QD8: Public Art

1. Developers are encouraged to incorporate public art where appropriate to establish or reinforce a sense of place and identity, particularly in schemes that involve the creation of new areas of public realm.
2. Where there is an intention to include public art, applicants are encouraged to engage with artists at the outset to ensure that any artwork is successfully integrated into detailed proposals;
3. Where public art is provided it should:
 - a. Be provided on-site as an integral part of the development;
 - b. Be designed and delivered to a high quality;
 - c. Follow guidance contained within the Council's Public Realm Strategy
 - d. Contribute to good placemaking and the social, economic, and environmental regeneration of the City;
 - e. Reflect the setting's character, cultural heritage, and contribute to local distinctiveness and legibility of neighbourhoods; and
 - f. Conform with Policy QD4 'Streets and Public Realm.
4. Development proposals which include provision for public art should incorporate suitable arrangements for its long-term management and maintenance.

Explanation

13.32 Liverpool's image and identity is inextricably linked to the contributions that artists have made to the city. Artists working collaboratively with other design professionals, residents, and communities can contribute to place-making and to the design of high-quality environments that can improve quality of life for residents and enrich the experience of the city for visitors.

13.33 Artist involvement can bring fresh insights, adding social, spatial, and economic value to a scheme. Public art can create a sense of place, improve the legibility of the public realm, reflect Liverpool's cultural heritage, engage diverse communities, and engender civic pride. Public art complements good urban design.

13.34 Liverpool City Council encourages applicants, particularly applicants of major developments, to consider opportunities for the inclusion of public

art. Public art should be site-specific: it should respond to the place and the people who will use the development. A site-specific commission can increase participation by local communities and businesses and instill a sense of ownership. When commissioning public art, consideration should be given to context; Liverpool's unique character, its rich history and cultural heritage and the appropriateness of the artwork to its environment. Commissions should be unique and of a high quality.

13.35 The role of the artist should be identified at the earliest stages of the development design process. Integrating the skills and imagination of artists through opportunities to work collaboratively alongside other design professionals will greatly benefit the development. Professional advice should be sought to identify commission opportunities, advise on an appropriate artist selection process, and on the processes of community engagement.

Policy QD9: Signage and Advertisements

Proposals for advertisements will only be permitted where:

1. They are designed to the highest standard and contribute to, rather than detract from, an area;
2. They do not constitute a road traffic hazard;
3. They do not detract from the character or appearance of designated heritage assets;
4. They do not become part of a critical mass of similar advertisements that lead to clutter;
5. Hoardings and housings are well designed and are based on local considerations;
6. They do not lead to loss of amenity to local residents or businesses due to light, movement or noise pollution; and
7. The size, scale and design is appropriate for the size, scale and architectural detailing of the building.

Explanation

13.36 Advertisements can bring movement and excitement to an area or they can be seen as visual clutter. New forms and techniques for advertisements that lead to more dynamic and bespoke retail areas should be explored, rather than relying on static or two-dimensional forms. Signs and advertisements are important to the commercial life of an area and can make a contribution to their character or appearance. However, careful control is necessary to ensure that they do not adversely affect visual amenity or public safety. The size and scale of advertisements should be in keeping with their surroundings. In particular, advertisements above ground floor level on buildings or those sited in predominantly residential areas would normally be considered inappropriate.

13.37 The number and arrangement of adverts should not cause distraction or confusion to traffic (either vehicular or pedestrian), particularly at junctions. Advertisements should not unduly dominate either individual buildings or the area generally. Excessive numbers of adverts and signs in close proximity can lead to visual chaos and clutter in the street scene. The Council wishes to avoid this by restricting the number of adverts and signs to a level appropriate to the character of the area.

13.38 In the case of illuminated signs, luminance conditions will normally be imposed to ensure their brightness does not cause a traffic safety hazard or a nuisance to neighbours.

Policy QD10: Shopfronts

High-quality retail uses are vital to a vibrant and active city. The City Council will expect a high standard of design in new and altered shopfronts, including in the design of signage, canopies, blinds, lighting, and security measures. Permission will be granted for new shopfronts where:

1. The design is appropriate for the scale, proportion, and appearance of the host building and adheres to the general principles of good shopfront design;
2. The design respects the character and appearance of its context;
3. The design retains traditional/period shopfronts where they exist or reinstates features where they have been altered, removed, or damaged. Where alterations are proposed to existing shopfronts:
 - a. The preference is to retain the shopfront: where a shopfront is of a suitably high-quality (typically traditional/period design, although not limited to pre-war) it should be retained and renewed
 - b. Where an original shopfront has been degraded by alterations and its original features lost, it should be restored;
 - c. Replacement will only be acceptable if the existing shopfront is of a poor quality. The replacement should be contextually appropriate and have a suitable relationship with the upper-storeys of its host building (if applicable).
4. The design is fully accessible for everyone, and does not have an adverse impact on pedestrian safety;
5. The design retains or, where necessary, provides a

separate entrance to upper floor accommodation where this is separate from the ground floor use. Principal entrances to upper floor accommodation should be on the principal elevations and not the rear of buildings to avoid personal safety and security issues;

6. The design of any lighting is of a suitably high standard;
7. The design of any signage is of a suitably high standard. The use of animated, scrolling, or flashing signage is unlikely to be acceptable; and
8. The design of any security measures is of a suitably high standard. The use of external roller shutters or measures that create blank frontages will not be acceptable.

Residential Conversions

9. Proposals involving the conversion of commercial premises into residential use should:
 - a. Retain the shopfront where it is of a suitably high-quality (typically traditional/period design) and restored with only minor, necessary alterations (e.g. for access or privacy);
 - b. Where the existing shopfront is of poor quality, be reflective of the premises' former use and adhere to principles of good shopfront design but reinterpret these for residential use;
 - c. Replicate the upper storeys of the host building, including its fenestration design and materials, only where the preferred approaches set out in (a) and (b) are demonstrably not possible.

Explanation

13.39 High-quality retail and commercial uses are vital to a vibrant and active city, making an important contribution to the social, cultural, and economic lives of its inhabitants. In order to ensure competitive and vibrant centres it is important that centres also continue to diversify their offering, complementing retail uses with cultural, social, leisure and residential uses.

13.40 High streets and commercial centres are defined by the design of their shopfronts and signage. This policy expects a high standard of design in new and altered shopfronts, including in the design of signage, canopies, blinds, lighting, and security measures. This policy is not intended to be prescriptive to the point of stifling original design, but rather to establish the general principles which, if adhered to, should result in attractive, well-designed frontages.

13.41 The City Council accepts that retailers might wish to trade based on "corporate identity", but the desire to use house colours and stock designs should be balanced against the need to maintain and enhance the quality of the built environment.

13.42 Planning permission is required for replacement shopfronts and any other works that are considered to affect the external appearance of a property, including the installation of roller shutters. Listed building consent is required for any alterations, internal and external, considered to affect the character and appearance of a listed building. Advertisement consent is required for most external signage.

13.43 It also sets out requirements in respect of shopfronts where premises are converted to residential use.