LIVERPOOL
CITY REGION
COMBINED AUTHORITY

METRO MAYOR
LIVERPOOL CITY REGION

Towards a Spatial Development Strategy

for the Liverpool City Region up to 2040

November 2023

Bootle Town Hall, Sefton

Foreword

The Liverpool City Region's embrace of devolution back in 2015 was a watershed moment for our area. After decades of indifference and mismanagement from Whitehall, this was a chance to seize control of our destiny and chart our own course to a more equitable, prosperous future.

One of the key powers included in the deal we signed with government was over strategic planning; to literally shape the future of the region. In order to exercise those powers, we are required to pull together a Spatial Development Strategy (SDS) outlining our long-term ambitions for the shape of our area.

It might sound dry and dull but it will impact on the very shape this place takes in the coming decades. Few issues have a bigger influence on our daily lives than the spaces we live and work in – they dictate the public services we can access, the education we can provide to our children and the opportunities within our reach.

As our community continues to grow, it's vital that we continue to develop and improve our local area with quality, affordable homes, better connected public transport, improved public services and infrastructure.

I'm proud of the way I've put these principles into action since I have been Mayor. From the launch of a £60m Brownfield Land Fund that has helped to protect precious green space, to my work building a London-style public transport system with the first publicly-owned trains in a generation and taking back control of the region's buses.

I want the SDS to be a continuation of that progress and have been clear that it will only be used as a force for good – and in collaboration with our communities and our local authorities. We want to invest in projects that can leave a positive, lasting impact on our resident's lives.

More than 1.6 million people call our region home and they understand the opportunities and challenges facing our area better than anyone in Westminster or Whitehall ever could.
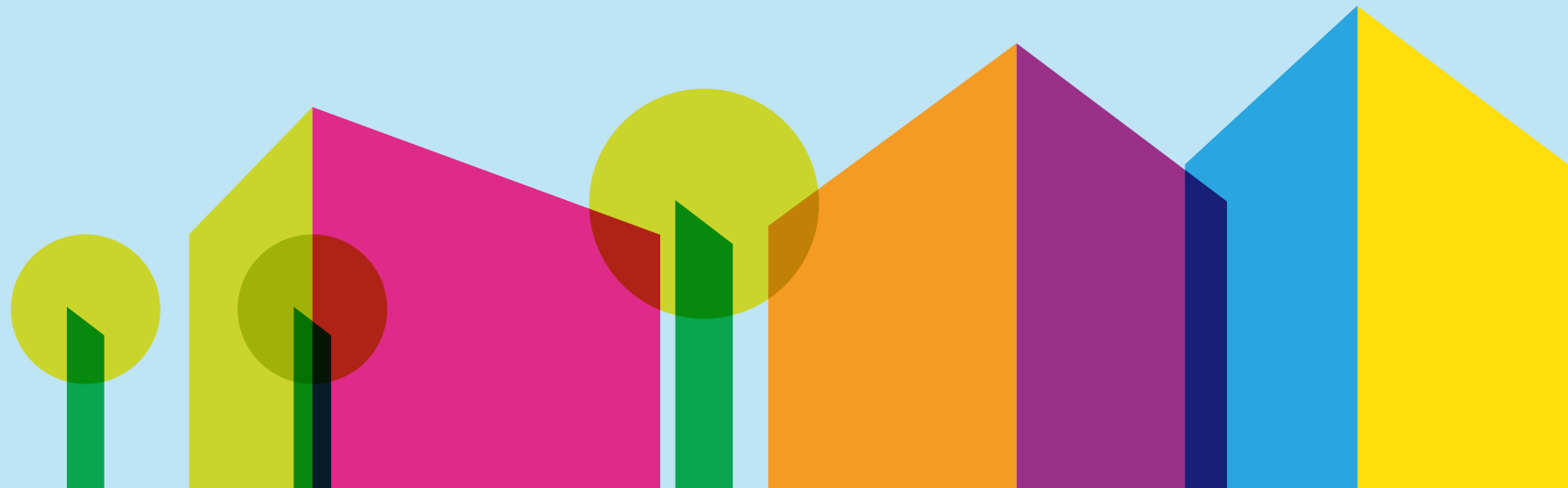
This strategy is about raising the aspirations and opportunities for everyone who lives, works and grows up in our region. Each and every one of them has a stake in our future and I'd encourage as many people as possible to get involved to make sure their voice is heard.

Steve Rotheram,
Mayor of the Liverpool City Region

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1. Introduction

1. INTRODUCTION

About this Engagement

1.1 How we use and develop land affects many aspects of our lives. It is therefore important that the people, communities and businesses of the city region have chance to influence and shape this.

1.2 The Liverpool City Region Combined Authority ('the Combined Authority') is currently preparing a Spatial Development Strategy (SDS). This will set out a strategic planning framework for the future development and use of land in the city region looking ahead at least 15 years. This includes planning for homes, the economy and jobs, infrastructure and natural environment.

1.3 To help develop the strategy further, the Combined Authority is seeking your views and comments on this document, 'Towards a Spatial Development Strategy for the Liverpool City Region'. It presents a range of draft policies for consideration. These include:

- **Vision and Objectives** – presenting a picture of where we want to be in 15 years' time and setting out clearly what we want the SDS to achieve, responding to the key issues faced in the Liverpool City Region (LCR).

- **Spatial Strategy** – setting out a proposed strategy for the spatial development of the city region to accommodate future growth needs and meet wider economic social and environmental objectives.

- **Spatial Priorities** and **Development Principles** – presenting draft policy approaches to address key, priority planning matters in the city region and general development principles to be applied to development proposals, with Local Plans providing further details where necessary.

1.4 In addition, a draft **Strategic Infrastructure Plan**[4] (SIP) has also been prepared to help inform the strategy and ensure future growth is supported by the necessary infrastructure.

1.5 Accompanying this document are a range of studies, research and assessments referred to as the '**evidence base**'[4]. These have helped inform our policy approach and options so far. This evidence base is also available to read and comment on as part of this consultation.

1.6 As part of this engagement the Combined Authority is also undertaking a '**call for strategic sites**'[4] exercise for potential strategic housing, economic development and green infrastructure opportunities. This is to help identity future possible areas for strategic development as part of the SDS.

1.7 Supporting **assessments**[4] have also been carried out to fully consider any effects or impacts the draft proposals may have on sustainability, equalities, health, protected habitats and social value. These are also available for comment.

1.8 'Towards a Spatial Development Strategy' is a non-regulatory stage of engagement. It is important to note that whilst in some cases a 'preferred' policy approach is being proposed, **nothing being presented at this stage is final.** The feedback and responses received from this consultation will be considered when a final draft version of the SDS[1] - the version the Combined Authority wishes to take forward - is prepared (see Figure 1.2 SDS Preparation Stages).

[1]'Public Participation' stage in accordance with Part VIII of the Greater London Authority Act 1999, as applied by Article 4(2) of the Liverpool City Region Authority (Functions and Amendments) Order 2017, with modifications made by Part 1 of Schedule 1; and The Combined Authorities (Spatial Development Strategy) Regulations 2018 (as amended).

1.9 It is acknowledged that the SDS's preparation is taking place in the context of change and uncertainty surrounding Government's wider Planning Reform[2] agenda and introduction of the Levelling Up and Regeneration Act[3]. The Combined Authority will keep the outcomes of these changes under review with future stages of SDS preparation reflecting them as relevant.

How to Take Part

1.10 The Combined Authority is inviting views from all. Throughout this document there are opportunities to provide comments and feedback on the proposals and policies presented.

1.11 The most convenient way to respond is via our consultation portal. This is accessible via this link[4].

1.12 Comments can also be submitted via email to this address: sds@liverpoolcityregion-ca.gov.uk. Comments must relate to the questions posed in this document.

1.13 This engagement will run until 16th February 2024.

1.14 If you require an accessible version of this document, please contact the Spatial Planning Team at sds@liverpoolcityregion-ca.gov.uk.

[2] https://www.gov.uk/housing-local-and-community/planning-reform
[3] https://bills.parliament.uk/bills/3155l
[4] www.liverpoolcityregion-ca.gov.uk/sdsengagement

Brindley Theatre, Halton

What is the Spatial Development Strategy?

1.15 As part of its [Devolution Deal](https://www.liverpoolcityregion-ca.gov.uk/what-is-devolution)[5] with Government, the Combined Authority is preparing a statutory land-use planning framework known as a Spatial Development Strategy (SDS). This allows the Liverpool City Region to develop its own distinctive planning strategy in response to the issues and opportunities present here - in keeping with the principles of devolution. Further details of the wide range of work the Combined Authority undertakes and how the SDS supports this is covered in Section 2 under 'A Joined-up Approach'.

1.16 The SDS will set out the Mayoral Combined Authority's overall strategy for spatial development on a city region wide scale through a range of strategic planning policies concerning development and land use, looking ahead to 2040. The SDS is a spatial planning document and, once published, will form part of the Development Plan of each of the constituent authorities. The spatial areas which are defined in the Spatial Strategy (Policy LCR SS1) relate to the geography of the city region and should not be used to 'prioritise' one area or town over another when there are opportunities for funding or other regeneration activities.

1.17 The strategy will be the first of its kind for the Liverpool City Region covering the local authority areas of Halton, Knowsley, Liverpool City, Sefton, St Helens and Wirral, known as the 'constituent' local authorities (see Map 1.1).

1.18 The SDS must be prepared in accordance with specific legislation and regulations and meet various legal requirements[6]. As a crucial stage, the SDS must be examined by independent government appointed inspectors. They will determine if it is fit for purpose or 'sound' and has been prepared according to the legal framework.

[5]https://www.liverpoolcityregion-ca.gov.uk/what-is-devolution

[6]Primarily Part VIII of the Greater London Authority Act 1999, as applied by Article 4(2) of the Liverpool City Region Authority (Functions and Amendments) Order 2017, with modifications made by Part 1 of Schedule 1; and The Combined Authorities (Spatial Development Strategy) Regulations 2018 (as amended).

Map 1.1 *Liverpool City Region Constituent Local Authorities*
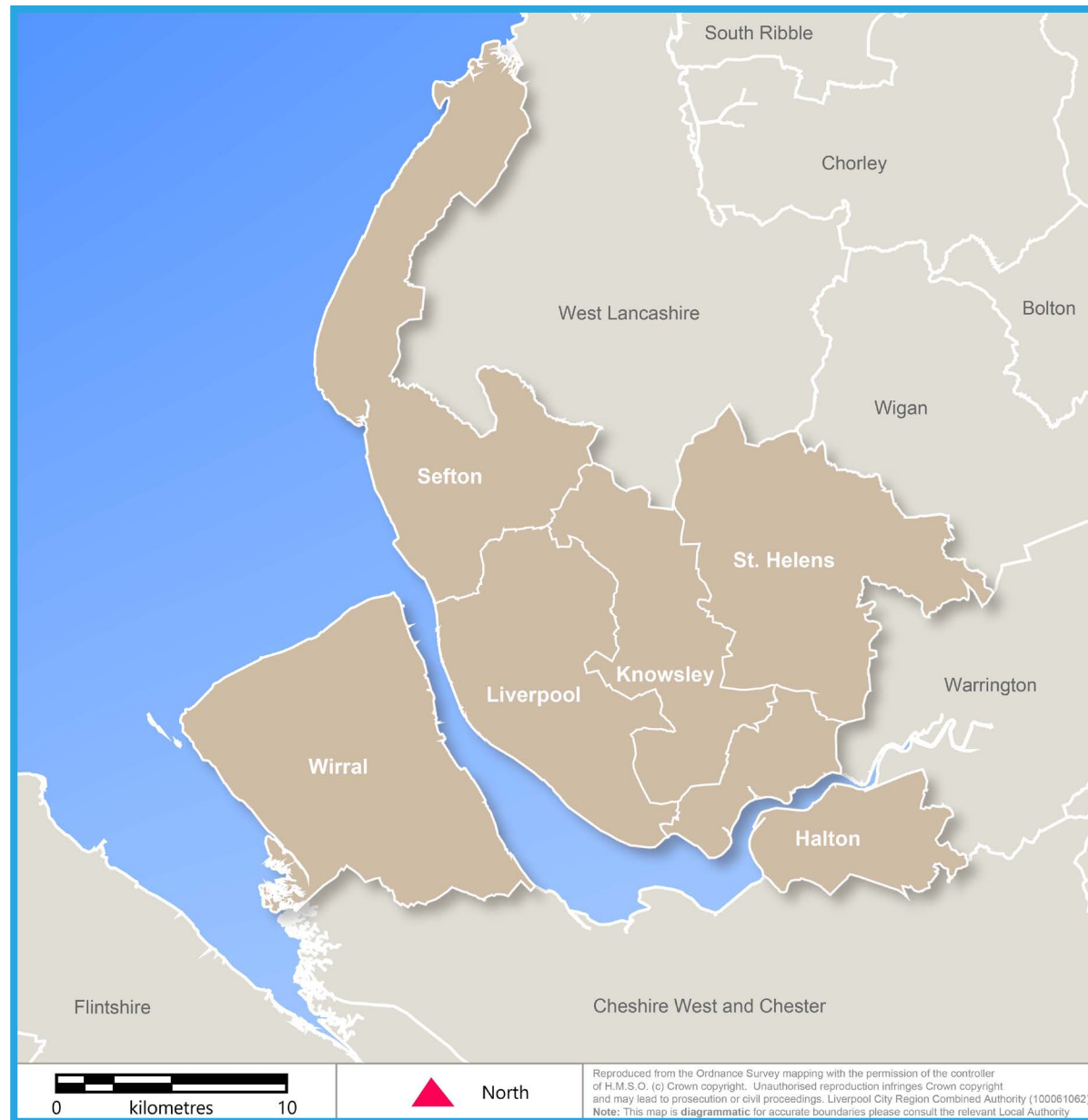
What will it cover?

1.19 Essentially, the SDS must only deal with planning matters that are of strategic importance to the Liverpool City Region. These may not affect all parts but will need to have significance for the city region's wider interests, apply across local authority areas and benefit from a co-ordinated approach.

1.20 Therefore, SDS policies and proposals will be high level, with more detailed locally specific policies covered in Local Plans prepared by the LCR constituent local authorities, reflecting their local evidence and circumstances.

1.21 Key strategic planning matters include:

- Housing
- Economy and employment
- Leisure and commercial
- Infrastructure
- Community facilities
- Natural and historic environment

1.22 In line with legislation, the SDS will need to have regard to:

- The National Planning Policy Framework[7] (setting out the national government policies on planning);

[7] https://www.gov.uk/guidance/national-planning-policy-framework

- The health of people in the Liverpool City Region and the effect of the SDS on health inequalities;

- Achieving sustainable development in the United Kingdom;

- Climate change and its consequences; and

- The need to ensure consistency with national policies and the EU obligations of the United Kingdom.

1.23 There may be policies in the SDS that require further explanation or guidance on how they should be implemented. Where necessary the Combined Authority will prepare formal Supplementary Planning Guidance (SPG) on specific subjects to assist in decision taking and plan making. A list of potential further guidance is set out in Section 7 – Implementing the Strategy.

1.24 The SDS must also set out how spatial development aspects of other Combined Authority policies and proposals will be dealt with. This will allow the SDS to support and deliver a range of key Mayoral Combined Authority objectives and priorities as part of an integrated joined up approach (explained further in Section 2). These include:

- Employment and Skills

- Housing

- Transport

- Innovation

- Business Growth and Support

- Energy

- Environment

- Culture

- Investment and funding

How is the SDS being prepared and what has been done so far?

1.25 The Metro Mayor and Combined Authority are committed to ensuring local people have opportunity to genuinely influence policy and decision making. It is therefore important that the SDS is prepared and shaped with input from the people, communities and businesses who it will affect.

1.26 Preliminary public engagement on the SDS, as part of the 'LCR Listens – Our Places' programme, has provided valuable feedback on the key strategic planning challenges facing the city region and the opportunities to address them. This has helped develop a proposed vision and objectives, and initial suggested policy approaches. Details of engagement

carried out so far are available on the Combined Authority's website[8].

1.27 Importantly, emphasis has been placed on engaging with groups who do not typically respond to planning related consultations, particularly younger people. The SDS has so far been successful in receiving feedback and views from a wide cross section of the LCR community. A report on this feedback and how it has been considered is available to view at https://www.liverpoolcityregion-ca.gov.uk/sds.

1.28 Preparation of the SDS must be based on evidence. A range of technical studies and assessments – the evidence base - has been prepared to help inform and underpin the policy approaches and options in this document. They cover a range of topics including housing, economy/employment, infrastructure, town centres, health and nature. These documents can be viewed www.liverpoolcityregion-ca.gov.uk/sdsengagement.

1.29 It is important that the SDS helps achieve sustainable development. This means taking an approach that carefully balances economic, social and environmental considerations. An Integrated Impact Assessment

(IIA) has been carried out (as a statutory requirement) to ensure that any impacts proposals may have on sustainability, health, equality and crime prevention have been taken into account. The IIA report is available to view www.liverpoolcityregion-ca.gov.uk/sdsengagement.

1.30 Other key assessments are: a Habitats Regulations Assessment (HRA) (a statutory requirement) to assess any impacts on designated nature conservation sites; a Social Value Evaluation to ensure policies take account of wider community benefits and social aspects; and a Viability Assessment considering the financial implications policies and proposals may have on development.

1.31 Preparation of the SDS has taken a collaborative approach. The Combined Authority has worked closely with the LCR constituent local authorities and MEAS (Merseyside Environmental Advisory Service) in policy development and evidence base. In preparing the SDS, the Combined Authority seeks to provide an overarching plan for Liverpool City Region, which seeks to build on and help deliver at the strategic level the growth and priorities of the existing and emerging city region Local Plans. This builds on agreement set out in the Liverpool City Region Spatial Planning Statement of Common Ground over key strategic spatial planning matters[9]. This approach will continue to be important as the SDS progresses.

1.32 The LCRCA has also engaged with neighbouring planning authorities, statutory bodies such as the Environment Agency, Natural England and Historic England and other key stakeholders as part of the SDS's ongoing preparation.

1.33 This next stage, 'Towards a Spatial Development Strategy for the Liverpool City Region', seeks to build on both feedback and the evidence base taking the SDS one step closer to completion.

How will the SDS be used?

1.34 The SDS is a statutory planning document. This means that when published it will form part of the Development Plan[10] for the city region along with Local Plans (and other Development Plan Documents) and any Neighbourhood Plans. In line with national policy, it will be reviewed at least every 5 years.

1.35 Planning applications must be determined in accordance with the Development Plan, unless there are sound planning reasons (other material considerations) which would indicate otherwise. The policies contained in SDS will therefore need be taken into account when planning decisions are taken all over the city region. Importantly, the SDS should be read 'as a whole' with all relevant policies considered and balanced by the decision maker.

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[9]Available at: https://www.liverpoolcityregion-ca.gov.uk/sds

[10]Section 38 of the Planning and Compulsory Purchase Act 2004 as applied by Article 4(5) of the Liverpool City Region Combined Authority (Functions and Amendments) Order 2017, with modifications made by Part 2 of Schedule 1

Figure 1.1 *Planning policy context in the Liverpool City Region*
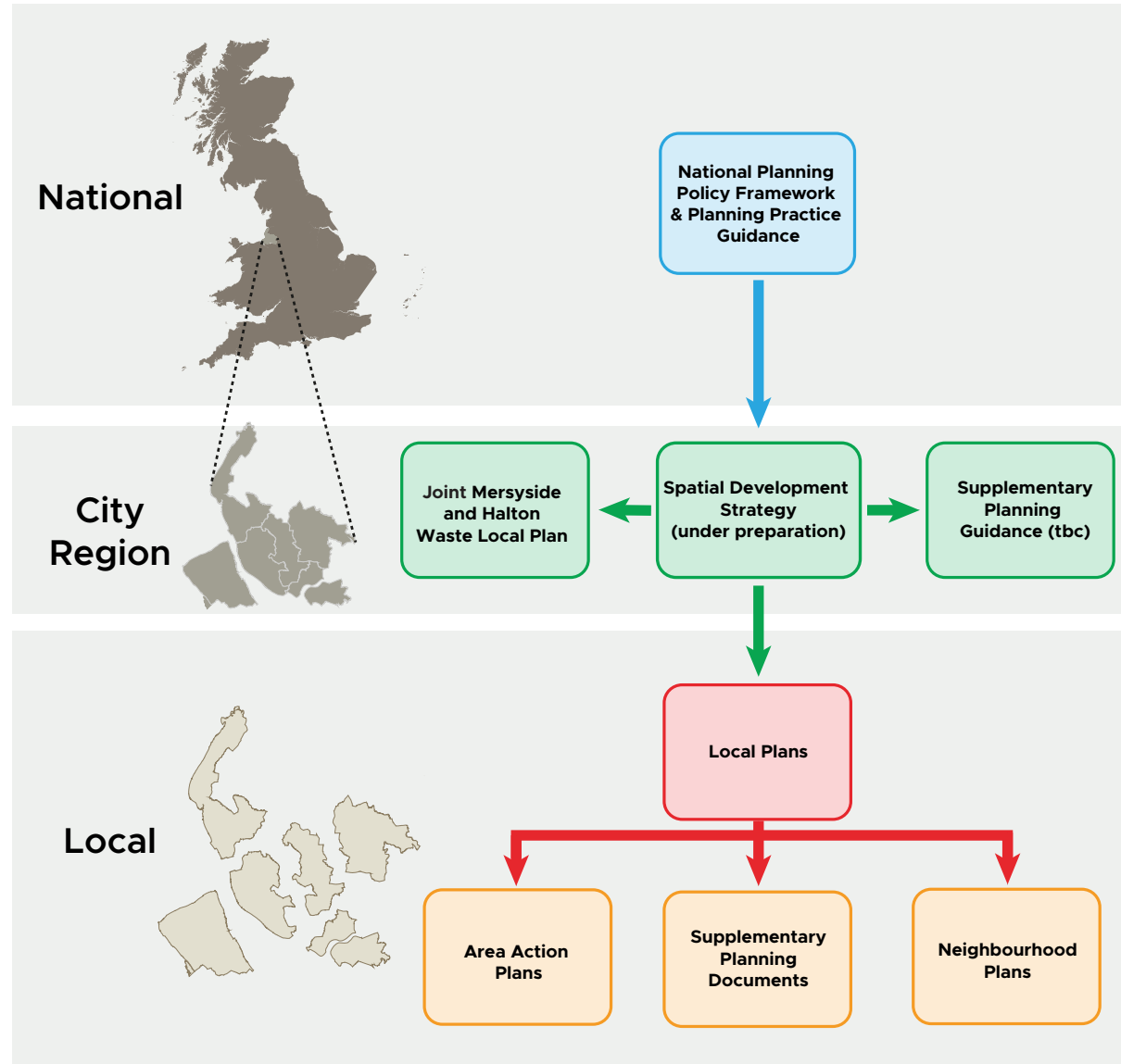
1.36 Under legislation relating to the Combined Authority's planning functions, planning applications made to local authorities that qualify as applications of 'potential strategic importance (PSI)'[11] will be referred to the Combined Authority in order for their compliance with SDS policies to be assessed. Depending on circumstances, it will also be possible for the Combined Authority to 'call in' applications for determination. Details on the process by which these functions are to be exercised will be set out closer to the SDS's finalisation.[12]

1.37 The SDS will also need to be considered as part of plan making in the city region. All Development Plan Documents (DPDs), including Local Plans, and Neighbourhood Plans in the city region will need to be in 'general conformity'[13] with it.

1.38 The intention of the SDS is to provide an overarching framework to address key strategic planning issues in the city region. Local authorities will continue to perform a key role in setting detailed or area specific policies and identifying site allocations through Local Plans or

[11]The Town and Country Planning (Mayor of London) Order 2008 as applied and modified by the Liverpool City Region Combined Authority (Functions and Amendments) Order 2017

[12]The Town and Country Planning (Mayor of London) Order 2008 as applied and modified by the Liverpool City Region Combined Authority (Functions and Amendments) Order 2017

[13]Section 24 of the Planning and Compulsory Purchase Act 2004 as applied by article 4(5) of the Liverpool City Region Combined Authority (Functions and Amendments) Order 2017, with modifications made by Part 2 of Schedule 1

other DPDs along with preparation of Supplementary Planning Documents (SPDs) and supporting neighbourhood planning. This multi-tiered system will provide a co-ordinated integrated approach to LCR-wide planning issues allowing local authorities to focus resources on addressing issues with a local dimension.

1.39 The LCR local planning authorities in performing their statutory planning role, and landowners, agents, developers, infrastructure providers and other stakeholders, will be key delivery and implementation bodies for the policies in the SDS. Funding and developer contributions will also be essential in delivering key policy objectives.

1.40 Viability is recognised as a key factor in the delivery of development. As the SDS will align with the wider priorities and programmes of the Combined Authority, it will also serve to guide strategic investment decisions and support funding opportunities to ensure wider objectives can be met.

1.41 The policies in this engagement version of the SDS are being presented as drafts for comment. Explanations setting out their aims, reasoning and expected implementation have been given. Key terms and have been included in the Glossary of Terms.

Next steps

1.42 Following this engagement, all responses received will be reviewed and considered to help the Combined Authority refine the SDS's proposals and policies ahead of its next stage of preparation (see Figure 1.2 SDS Preparation Stages). Where necessary, further evidence will be prepared to inform policy approaches whilst supporting assessments will continue to ensure sustainability, equalities, health, protected habitats and social value have been fully considered in the overall strategy.

1.43 The next stage – referred to as the 'Public Participation' – will be a formal, regulatory stage. It will involve the Combined Authority inviting written 'representations' to be made on a draft version of the SDS. Further details will be made available ahead for this stage.

Figure 1.2 *SDS Preparation Stages*

Stage 3
'Towards a Spatial Development Strategy' engagement

Nov 2023 - Feb 2024

Stage 4
'Public Participation' (legislative)

Summer/Autumn 2024

Stage 2
LCR Listens 'Our Places' Engagement

Late 2020

Stage 5
Examination

Late 2024

Stage 1
LCR Listens 'Our places' Engagement

Late 2019

Stage 6
Publish (adopt) the Spatial Development Strategy

2025

Listening

Collaboration

Conformity
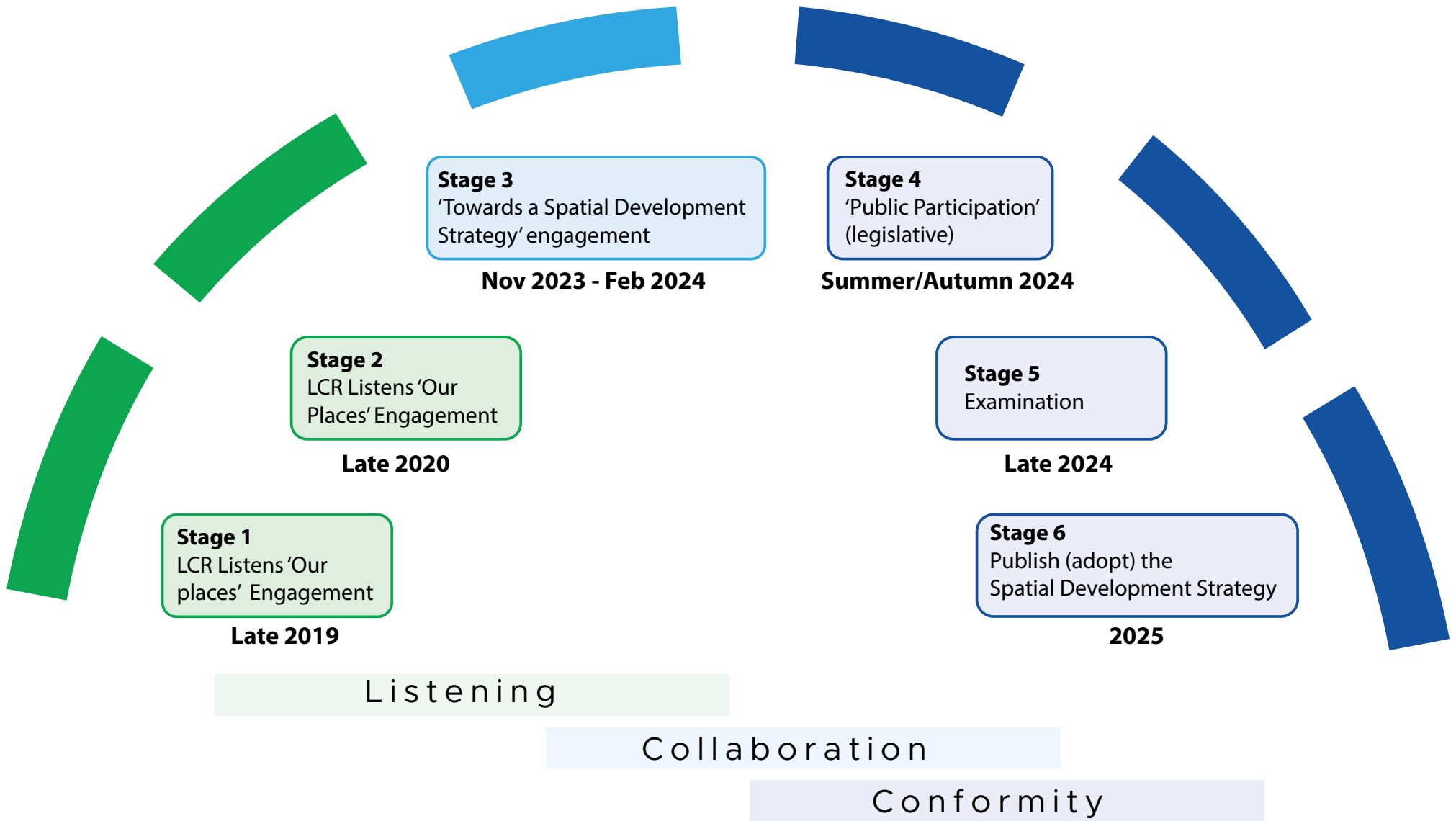
2. Background

2. BACKGROUND

Introducing the Liverpool City Region

2.1 The Liverpool City Region (LCR) is one of the UK's major urban conurbations. Lying on the coast of Northwest England it is home to just over 1.55 million people. Lancashire lies to the north, Greater Manchester and Warrington to the east, Cheshire to the south and North Wales to the west; all of which have close links and ties with the LCR.
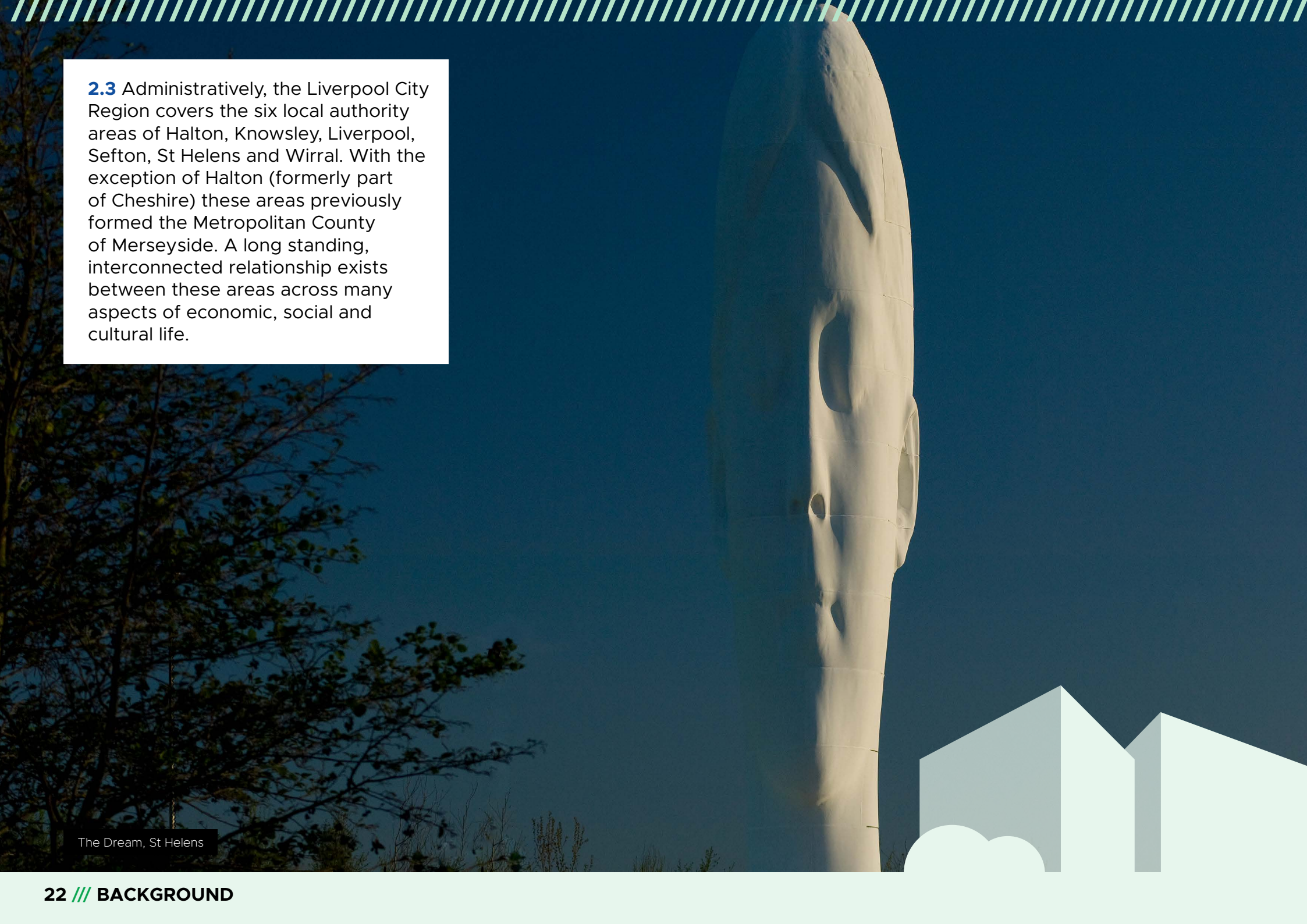
Map 2.1 LCR in National and regional context

2.2 Centred around the River Mersey and the port city of Liverpool, it extends to include the larger towns of Birkenhead, Bootle, Southport, St Helens, Runcorn and Widnes. It also covers smaller towns such as Earlestown, Heswall, Huyton, Kirkby and Prescot along with numerous other settlements and villages. Whilst predominantly urban, the city region contains large stretches of undeveloped coastline and rural areas.

Map 2.2 Settlements in LCR

2.3 Administratively, the Liverpool City Region covers the six local authority areas of Halton, Knowsley, Liverpool, Sefton, St Helens and Wirral. With the exception of Halton (formerly part of Cheshire) these areas previously formed the Metropolitan County of Merseyside. A long standing, interconnected relationship exists between these areas across many aspects of economic, social and cultural life.

The Dream, St Helens

The development of Liverpool City Region - a brief history

2.4 Whilst historic settlements are found across what is now the Liverpool City Region, it was the widespread industrial revolution of the mid-18th century onwards and emergence of Liverpool as a major global trading port that drove rapid exponential growth and development.

2.5 Throughout the 19th century and for much of the 20th century, shipping and port/maritime related activity dominated on both banks of the River Mersey in Liverpool, Bootle and Birkenhead. Elsewhere, manufacturing and heavy industry, notably glass making in St Helens and chemical manufacture in Widnes, were prominent. Much was fuelled by coal mined locally at locations across the south Lancashire coalfield such as Haydock, Newton-le-Willows (Parkside), Sutton and Whiston. Communities grew around these industries.

2.6 The canal and railway network, pioneered in the city region, saw the growth of Runcorn with the Bridgewater Canal, Southport as a Victorian seaside town and Earlestown as a railway town. The Manchester Ship Canal, completed in 1893, provided direct access for shipping between the Mersey estuary at Eastham and the Port of Manchester at Salford.

2.7 The built legacy of this economic activity and growth including commercial and civic buildings, docklands and warehousing, housing, transport and utilities infrastructure and parkland continues to define the shape and character of large parts of the city region.

2.8 The early 20th century saw suburban expansion supported by new road infrastructure including the Queens Drive ring road (A5058), the Liverpool-East Lancashire ('East Lancs') Road (A580) and the Queensway Tunnel crossing the Mersey between Liverpool and Birkenhead.

2.9 The post-war era brought significant economic and social change as traditional industries declined. Obsolete buildings and poor housing, exacerbated by bomb damage, brought the clearance and redevelopment of large areas. New housing included high rise flats along with further suburban expansion. Many existing communities were relocated to new towns and settlements such as Runcorn, Kirkby and Speke as well as further afield.

2.10 The transformation of shipping and freight by containerisation saw the movement of port activity from Liverpool to the new deep-sea dock at Seaforth. This had a significant impact on the economic livelihood of existing communities and left infrastructure obsolete.

2.11 New, modern industrial development included the Halewood plant (car manufacture). The increase of private car ownership shaped development patterns and infrastructure needs. Significant new transport infrastructure included motorways (M62, M53 and M58), the Silver Jubilee Bridge linking Runcorn with Widnes, the Kingsway Tunnel and the expansion of Liverpool (Speke) Airport.

2.12 By the 1980s the population of the city region had declined significantly, particularity in inner urban areas driven by worsening economic conditions and lack of employment prospects. The subsequent focus on urban regeneration and renaissance began to bring reinvestment and redevelopment to vacated and derelict areas along with population stabilisation and recovery.

2.13 Liverpool City Centre in particular has undergone significant transformation. Redevelopment of

the waterfront has succeeded in repurposing historic dockland and warehousing – notably the Royal Albert Dock complex - for retail, leisure and cultural uses along with housing, open space and public realm. Liverpool ONE, opened in 2008, has redefined the city centre and contributed towards its status as a major regional and national retail and leisure destination.

2.14 Elsewhere across the city region, regeneration initiatives have brought the redevelopment of vacant and derelict former industrial land for a range of uses including business parks, industrial estates, housing, retail parks and public open space. Urban regeneration and the reuse of previously developed or 'brownfield' land remains a key objective across the city region. However, issues of historic contamination and its costly remediation persist.

2.15 In more recent years, the LCR Superport[14] initiative, building on existing and new assets and infrastructure, including the Liverpool2 container terminal and Mersey Gateway bridge, has enhanced the city region's continuing role in shipping and logistics. Large scale distribution

warehouses, taking advantage of good road and rail connections, have been developed in locations such as Mersey Multimodal Gateway (3MG) at Widnes, Knowsley Industrial Park, Omega West (on the boundary with Warrington) and Haydock.

2.16 In some areas, it has been necessary to release land from the Green Belt to meet housing needs with development taking the form of planned sustainable extensions to existing settlements such as south of Whiston (Halsnead Garden Village), east of Halewood and east of Maghull. Land has also been released from the Green Belt to meet employment needs.

2.17 As the city region moves through the 2020s there is a continued emphasis on long term and sustainable urban regeneration. Comprehensive masterplans for the redevelopment of Liverpool's northern docks (Liverpool Waters), north Birkenhead (Wirral Waters) and along Wirral's Mersey coast (Left Bank) are set to provide new housing as well as employment and leisure opportunities.

2.18 Elsewhere a range of town centre masterplans, strategies and initiatives aim to bring physical regeneration and investment to centres including Runcorn, Prescot, Kirkby, Huyton, Bootle, Southport, St Helens, Earlestown and Birkenhead.

2.19 Devolution and the establishment of the Mayoral Combined Authority has provided a focus for action on strategic priorities, taking opportunities to promote and boost economic growth, in particular the Innovation Economy. The city region's strengths in this sector are enabled by nationally significant science and innovation campuses such as Sci-Tech Daresbury and Knowledge Quarter Liverpool.

2.20 The port continues to play a key role in the city region's future economic prospects. It is estimated that the designation of the multi-gateway, multi-modal LCR Freeport (the Full Business Case was approved by government in December 2022) will contribute around £850m GVA to the local economy and create 14,000 jobs.

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[14] https://www.liverpoollep.org/wp-content/uploads/2015/06/wpid-lcr-superport-market-analysis-03-2014.pdf

Map 2.3 *The Liverpool City Region today*

Ferry to Belfast

Ferry to Isle of Mann

Ferry to Dublin

Royal Birkdale Golf Club

National Trust - Formby

Gormley Statues - Crosby Beach

Seaforth Nature Reserve

PORT OF LIVERPOOL

Goodison Park

Bramley Moore Dock

LIVERPOOL CRUISE TERMINAL

Red Rocks Nature Reserve

Royal Liverpool Golf Club

Birkenhead Park

Hamilton Square

Arrowe Park Hospital

Prenton Park

Port Sunlight

DEE ESTUARY

RSPB Parkgate

Anfield

Aintree University Hospital

Aintree Racecourse

Croxteth Hall

Knowlsey Safari

Alder Hey Children's Hospital

Royal Liverpool University Hospital

Broadgreen Hospital

Royal Albert Dock

Shakespeare North Playhouse

Whiston Hospital

Totally Wicked Stadium

Dream Sculpture

Haydock Park

To Manchester Airport

MANCHESTER SHIP CANAL

DCBL Stadium

RIVER MERSEY

Speke Hall

Liverpool John Lennon Airport

Reproduced from the Ordnance Survey mapping with the permission of the controller of H.M.S.O. (c) Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Liverpool City Region Combined Authority (100061062) **Note:** This map is **diagrammatic** for accurate boundaries please consult the relevant Local Authority

0   kilometres   10

North

Issues and Opportunities

2.21 The next decade will be critical for the future direction of the economy both nationally and for the Liverpool City Region. The combination of a post-COVID, post-Brexit environment, climate change, inflationary pressures, drive for energy security and rapid technological change is set to reshape the economy and labour market. The pace and unpredictability of this change presents a crucial challenge for longer term spatial planning.

2.22 The response to the COVID-19 pandemic in 2020-21 brought rapid change to the way people work and live. Its lasting impact on key planning matters such as housing, employment, town centres and transport remain to be fully seen. In the Liverpool City Region the pandemic exposed the stark inequalities in health and levels of economic resilience.

2.23 Global climate change presents a fundamental challenge. Its predicted environmental, economic and social impacts will be far reaching. Significant action will be needed if carbon emissions are to be reduced and the pace of global warming halted in line with national targets. Spatial planning has an important part to play in this.

2.24 In the face of these wider challenges it is important to plan positively and flexibly to ensure the city region is adaptive to change and resilient to impacts. Crucially, devolution has allowed for a co-ordinated Liverpool City Region focussed response across key areas such as economic growth, investment funding, innovation, the environment, transport, housing delivery, education and skills. Key projects such as LCR Connect[15], LCR Freeport[16], Mersey Tidal Power[17] and Investment Zones promise to bring investment and wider benefits.

2.25 The SDS will play a central role in supporting this LCR focussed approach. This section presents the key planning issues in the city region and the opportunities for spatial planning to tackle them.

[15] https://www.liverpoolcityregion-ca.gov.uk/what-we-do/digital/

[16] https://www.liverpoolcityregion-ca.gov.uk/growing-our-economy/liverpool-city-region-freeport/

[17] https://www.liverpoolcityregion-ca.gov.uk/its-time-for-tidal/

The LCR in Numbers

EMPLOYMENT

687,100
Total number of Jobs

137,000
Health and Social
Work Sector Jobs

109,000
Jobs in the Knowledge
Economy

92,000
Wholesale and
Retail Jobs

58,000
Education Jobs

POPULATION

1,551,762
Population of LCR

1,669,822
Population projection
of LCR in 2040

HOUSING

724,750
Number of Homes
in LCR

£213,591
Average House
sale price FY2021/22

ECONOMY

£22,800
GVA per resident
in 2021

£5.2 billion
Annual value of the
visitor economy

34.5 million tonnes
Port of Liverpool's
Annual Freight

GEOGRAPHY

72,390 ha
Area of LCR

38,184 ha
Built up area of LCR

NET ZERO

104,167(MWh)
reported Energy produced in
2021 from Renewable Sources

TRANSPORT

100,000
Trips per Weekday
on the Merseyrail
Network

For sources please see table on page **214-215**

CLIMATE CHANGE AND THE ENVIRONMENT

In a survey by the LCRCA **82% of Residents** agreed that there was a need to reduce carbon emissions*.
The LCRCA is committed to ensuring the Liverpool City Region is **Carbon Net Zero by 2040.**

*https://www.liverpoolcityregion-ca.gov.uk/reseach-reveals-82-of-liverpool-city-region-residents-agree-action-is-needed-to-tackle-carbon-emissions/

CO_2e **2005**

Liverpool City Region annual emissions
12,050 Kilotonnes CO_2e

CO_2e **2020**

Liverpool City Region annual emissions
6,929 Kilotonnes CO_2e
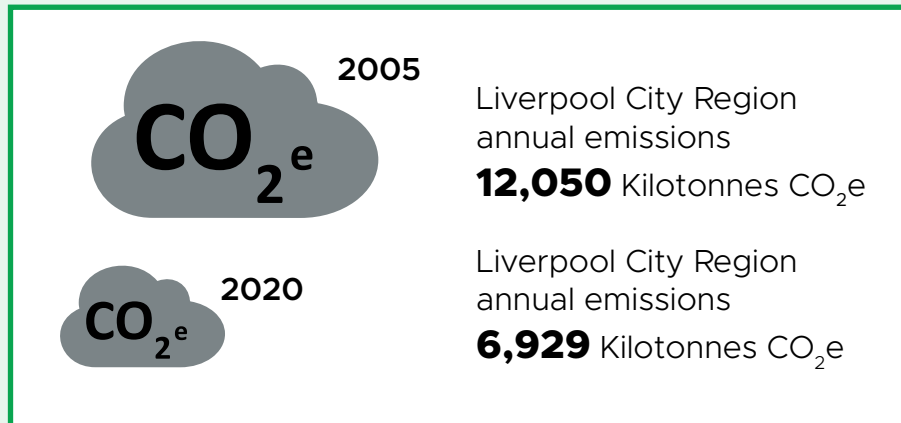
Source: BEIS

Overall emissions decreased by 42% between 2005 and 2020. This is compared to a reduction of 39% looking at the UK as a whole.

Emissions from Road Transport on Minor Roads

2005

Liverpool City Region annual emissions
1,084 Kilotonnes CO_2e

2020

Liverpool City Region annual emissions
1,929 Kilotonnes CO_2e

0 Kt   500 Kt   1,000 Kt   1,500 Kt
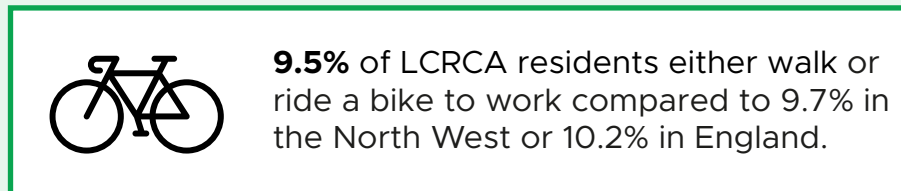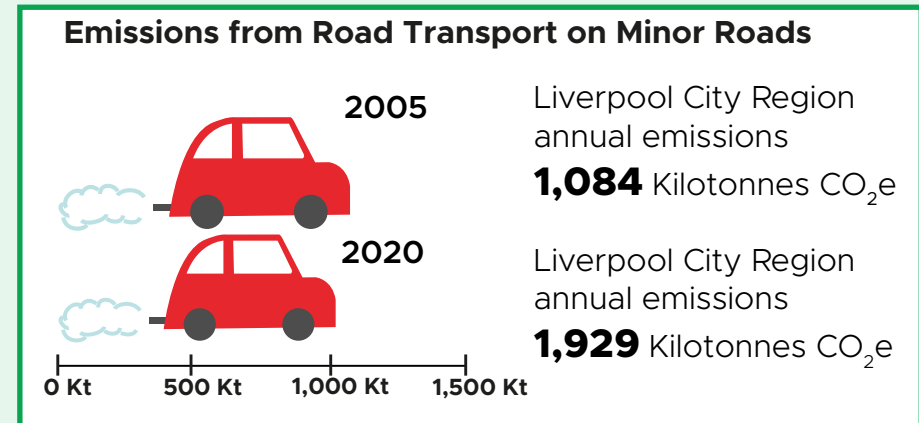
Source: BEIS

Emissions from **vehicles on minor roads** have only shown a minimal change, a **reduction of 5%.**
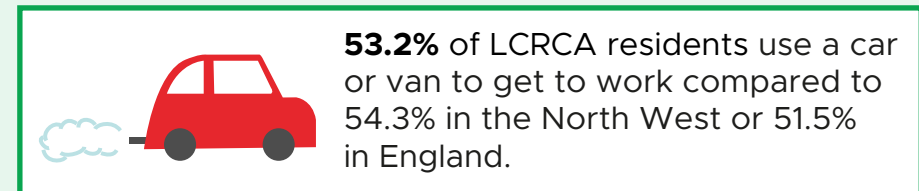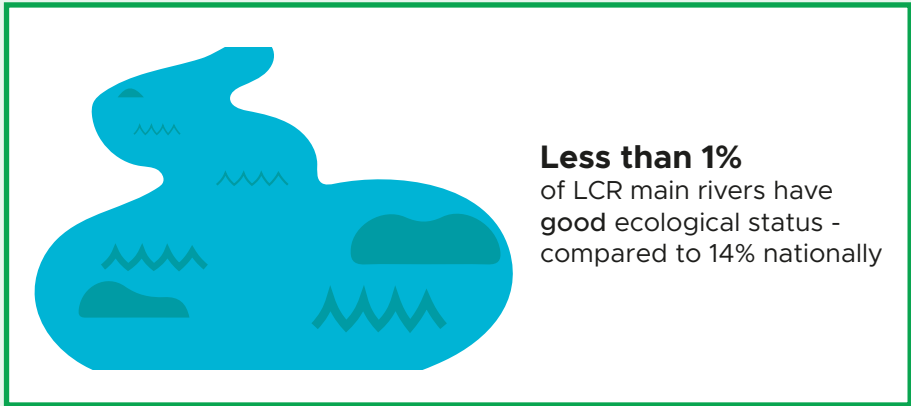
9.5% of LCRCA residents either walk or ride a bike to work compared to 9.7% in the North West or 10.2% in England.

Source: 2021 Census

53.2% of LCRCA residents use a car or van to get to work compared to 54.3% in the North West or 51.5% in England.

Less than 1% of LCR main rivers have **good** ecological status - compared to 14% nationally

25% Decline in farmland butterflies

4,500 Ha of the LCR land is within **flood zone 3.** Climate Change could make this land even more susceptible to flooding.

There are currently **12 Air Quality Management Areas** across the LCRCA, covering **11,200 hectares.**

LCRCA Emissions

Kt of CO_2

10,000

5,000

0

Historical Average Reduction Pathway

Tyndall Carbon Budget

2005 2010 2015 2020 2025 2030 2035 2040
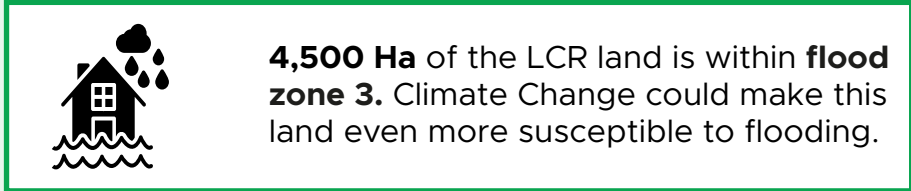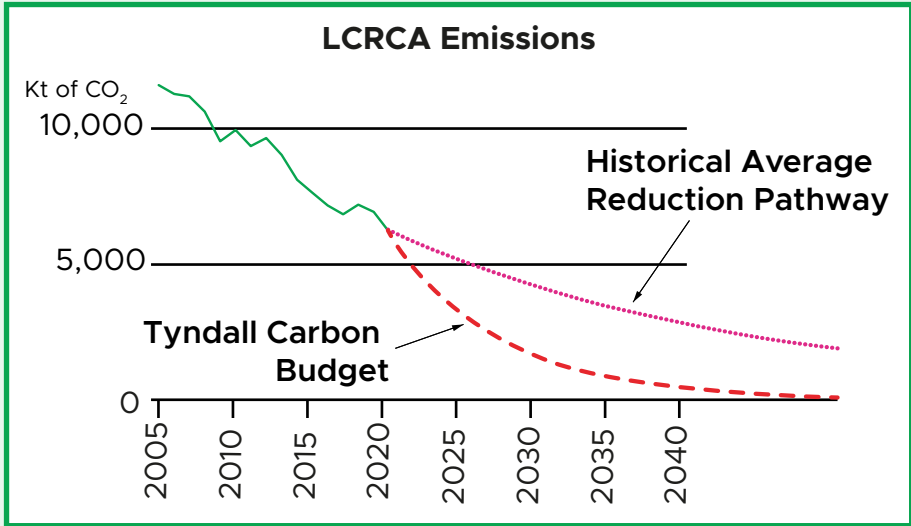
The SDS can respond to these issues by:-

Emissions from **vehicles on minor roads** have only shown a minimal change, a **reduction of 5%.**

• Promoting climate change mitigation and adaption

• Focusing development close to City and Town Centres to minimise the need to travel

• Protecting and increasing green space and tree coverage

• Promoting active travel and minimising private car use

HEALTH AND WELLBEING

The poor health of LCR residents is known to be a persistent issue, **38% of its neighbourhoods** are ranked in England's 10% most **Health Deprived** by the English Indices of Deprivation 2019. The LCRCA was also ranked **tenth** out of the **ten** Combined Authorities in the **health pillar** of the Legatum Institute's UK Prosperity Index 2022.

HEALTH

Local Authority ranking

Legend:
- Wirral
- St. Helens
- Sefton
- Liverpool
- Knowsley
- Halton

The highest ranked Local Authority
The median ranked Local Authority
The lowest ranked Local Authority

Source: English Indices of Deprivation 2019

Most Health deprived decile

English Indices of Deprivation 2019

Least Health deprived decile
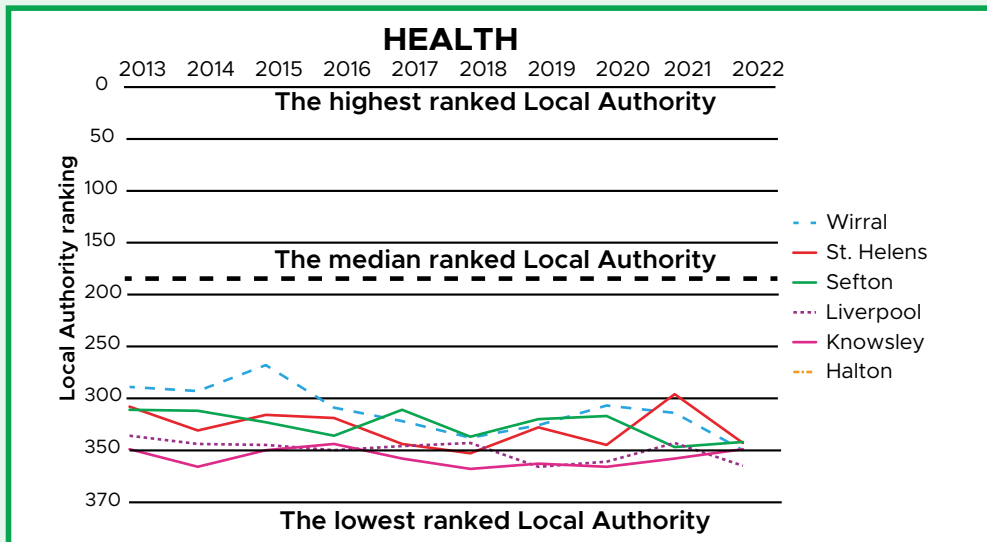
Source: English Indices of Deprivation 2019

Poor health outcomes can be seen across the LCR, 52.1% of neighbourhoods are ranked in the bottom fifth of neighbourhoods across England.
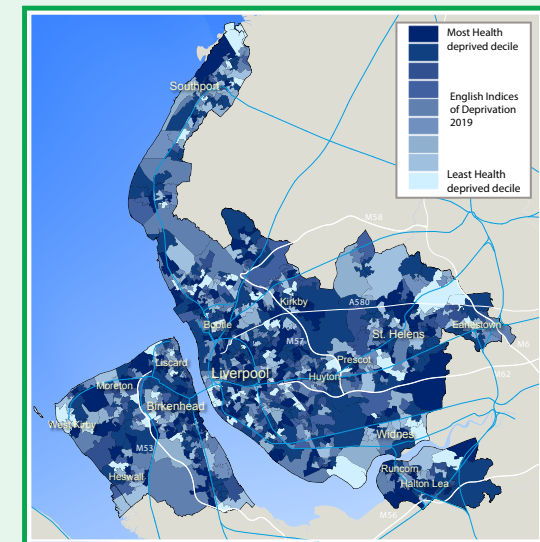
Health rank of Combined Authorities by Legatum Institute

- West of England CA
- Cambridgeshire and Peterborough CA
- North of Tyne CA
- West Yorkshire CA
- South Yorkshire CA
- Greater Manchester CA
- West Midlands CA
- North East CA
- Tees Valley CA
- Liverpool City Region CA
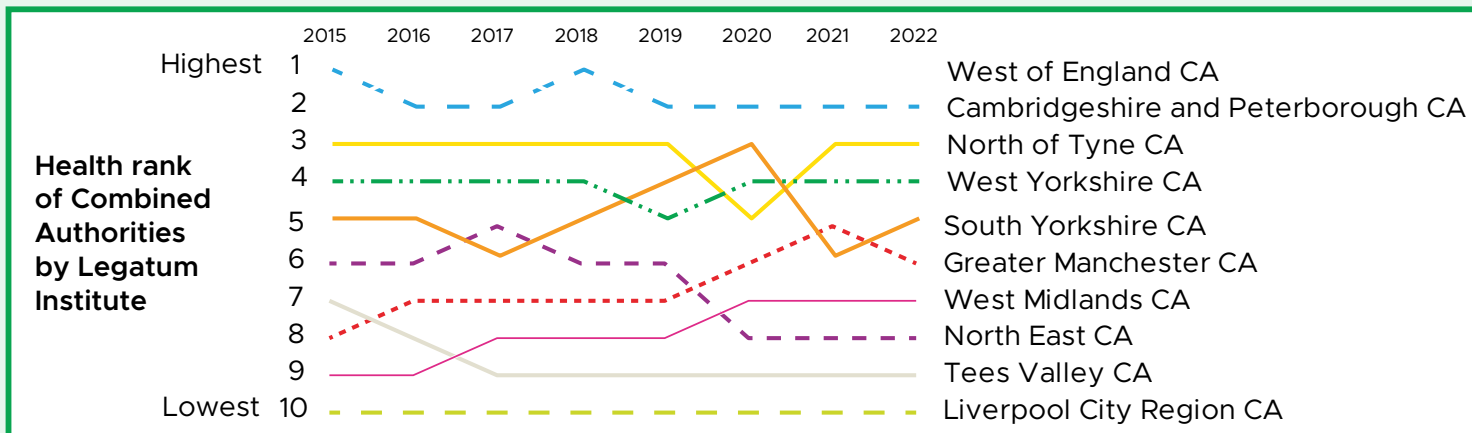
Source: Legatum Institute's UK Prosperity Index 2022

Poor health outcomes in comparison to other combined authorities have been persistent since 2015.

Healthy Life expectancy is lower for both male and female residents when compared to the North West Region and England. Healthy life expectancy is **3 years lower** for LCR residents when compared to the population of England.
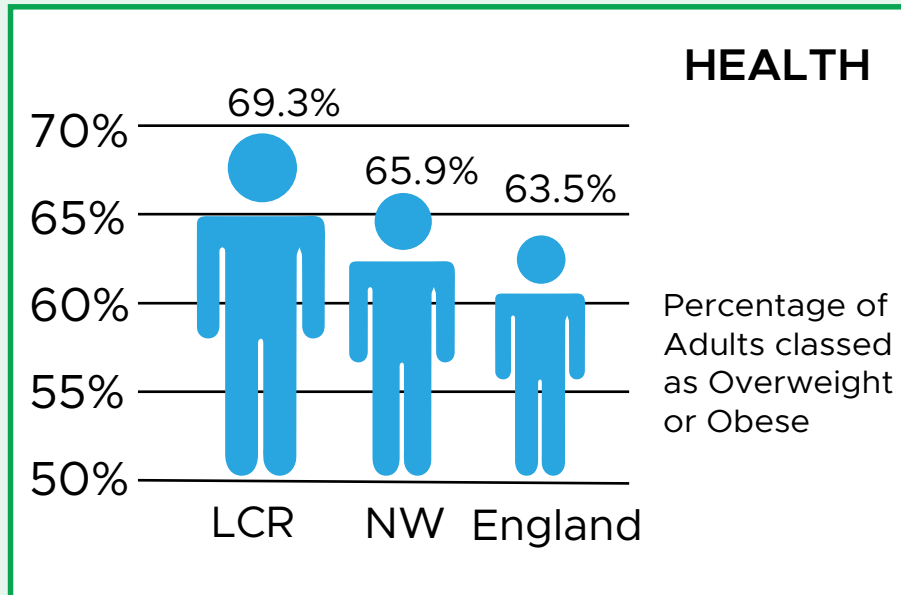
HEALTH

70%

69.3%

65%

65.9%

63.5%

60%

Percentage of Adults classed as Overweight or Obese

55%

50%

LCR   NW   England

Source: Legatum Institute's UK Prosperity Index 2022

HEALTHY LIFE EXPECTANCY

■ Female healthy Life Expectancy
■ Male healthy Life Expectancy

60.9 60.2   62.4 61.5   63.9 63.1

Liverpool City Region   North West   England
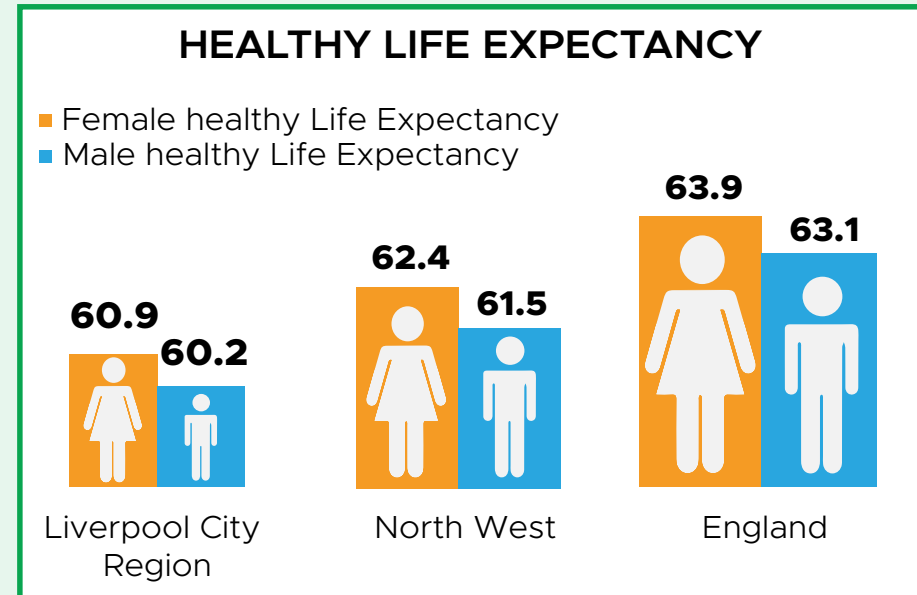
Source: Legatum Institute's UK Prosperity Index 2022

The SDS can respond to these issues by:-

- **Improving air quality** and reducing the number of Air Quality Management Areas

- **Securing high standards of energy efficiency** in all homes

- **Supporting the City Regions healthcare infrastructure** to ensure there is appropriate facilities for everyone throughout the City Region

- **Maximising opportunities for access to public open space** and green infrastructure for residents and those employed in the City Region

ECONOMY

The structural economic issues affecting the Liverpool City Region are more acute than elsewhere in the UK, with a lower proportion of highly skilled workers and a higher proportion of our working age population inactive compared to the national average. Negative health outcomes such as long term illness appear to be impacting the levels of economic inactivity of residents.

DEPRIVATION

Around 34% of residents of the LCR live in the most deprived 10% of neighbourhoods when compared nationally.

Most deprived 10% of neighbourhoods in England
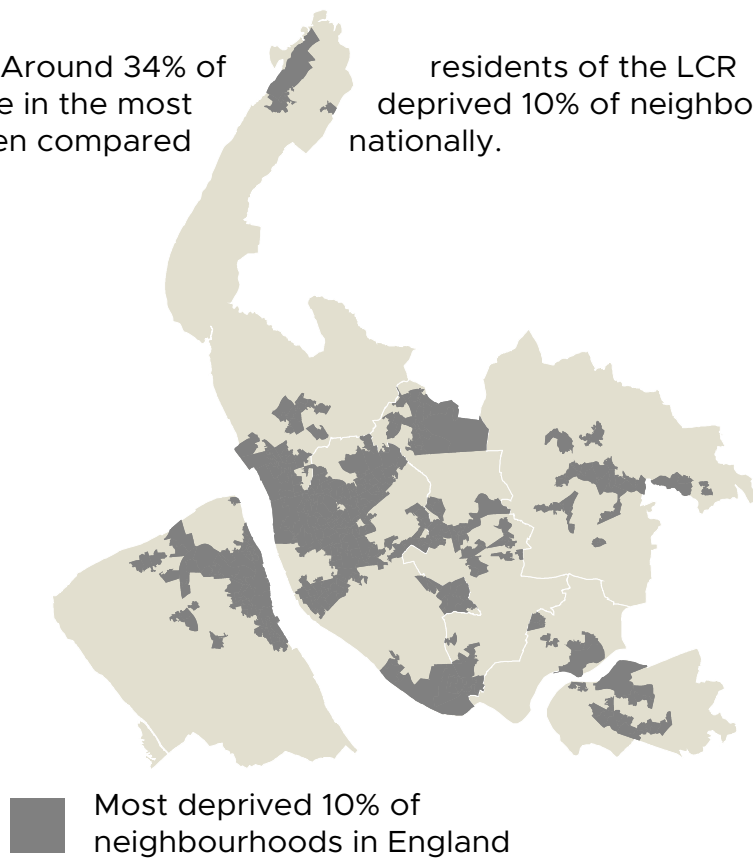
LCR Residents are more likely to be **economically inactive, than residents of the North West Region or nationally.**

ECONOMIC INACTIVITY RATE OF WORKING AGE RESIDENTS
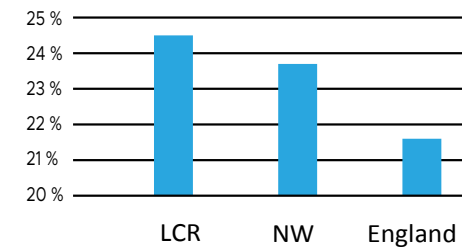
The proportion of the LCR Residents who are **economically inactive**, through long term sickness is also higher than the North West Region or England.

PROPORTION OF ECONOMICALLY INACTIVE THROUGH LONG TERM ILLNESS

WORKLESS HOUSEHOLDS
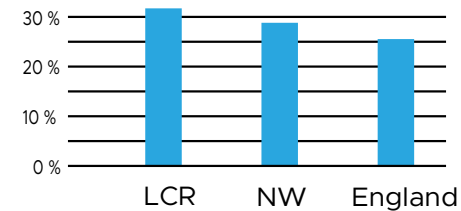
Workless Households
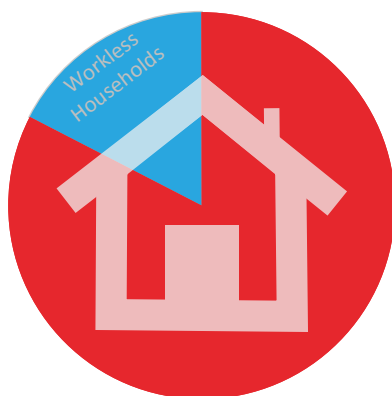
17.4% of all households in LCR are workless If this was reduced to the GB rate of 14.0% this would mean an extra **16,700 LCR households** would be classfied as **working households**.

EMPLOYMENT AND SKILLS
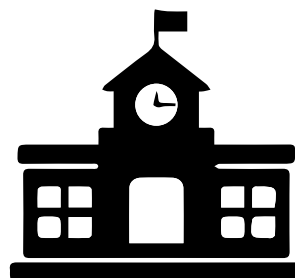
In 2021, 7.9% or 5,900 of working age LCR residents (aged 16-64) have no qualifications - 5,900 people. This is higher than the regional (7.5%) and national (6.6%) averages.

Around **42,000** children live in an absolute low income family across the LCR.

This represents **14.7%** of LCR children, compared to 15.1% nationally.

The Productivity Gap

GVA per Hour

	£32.6	£34.0	£38.3
£40.0			
£30.0			
£20.0	£	£	£
£10.0			
£0.0			
	LCR	NW	England
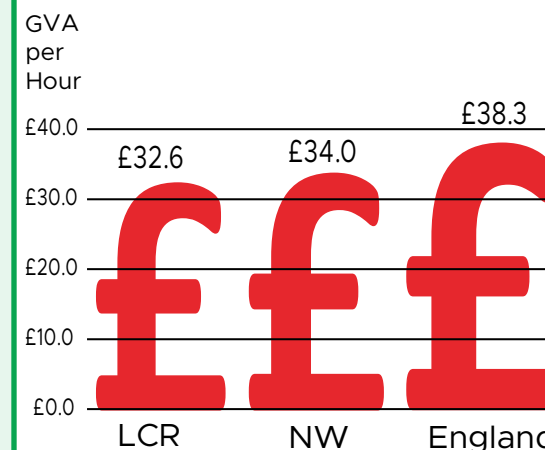
Liverpool was the **third busiest port in the UK** by freight tonnage traffic in 2021. Over 34 Million tonnes of freight passed through the port in 2021.

The SDS can respond to these issues by:-

• **Ensuring there is the right amount of land** to build the workplaces we need

• **Providing employment opportunities,** especially apprenticeships for the City Region's population

• **Maximising sustainable transport access** to places of employment

• **Supporting our City and Town Centres to flourish**

HOUSING, COMMUNITY AND PLACE

Compared to the regional and national demograhics the LCR has a larger proportion of older residents and its housing stock is older and of poorer quality. The area's historic environment is under threat. The LCR does have a good supply of brownfield land and a good civic pride in then area.

POPULATION GROWTH 2011 - 2021

Percent Change

- England 6.6%
- NW 5.2%
- LCR 3.0%

Source: 2021 Census

CHANGE IN HOUSEHOLDS NUMBERS 2011 - 2021

Percent Change

LCR   NW   England

Source: 2021 Census

RESIDENTS AGED 65+

Percent

LCR   NW   England
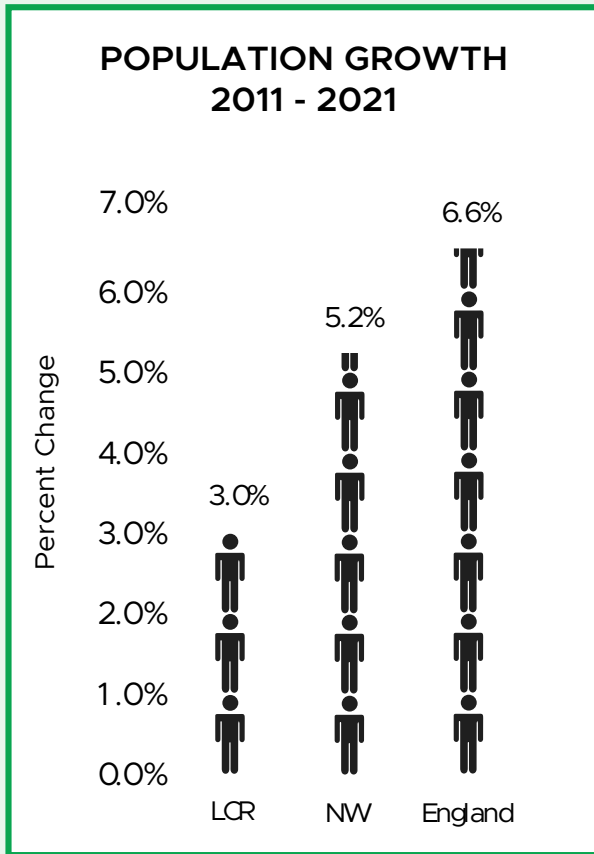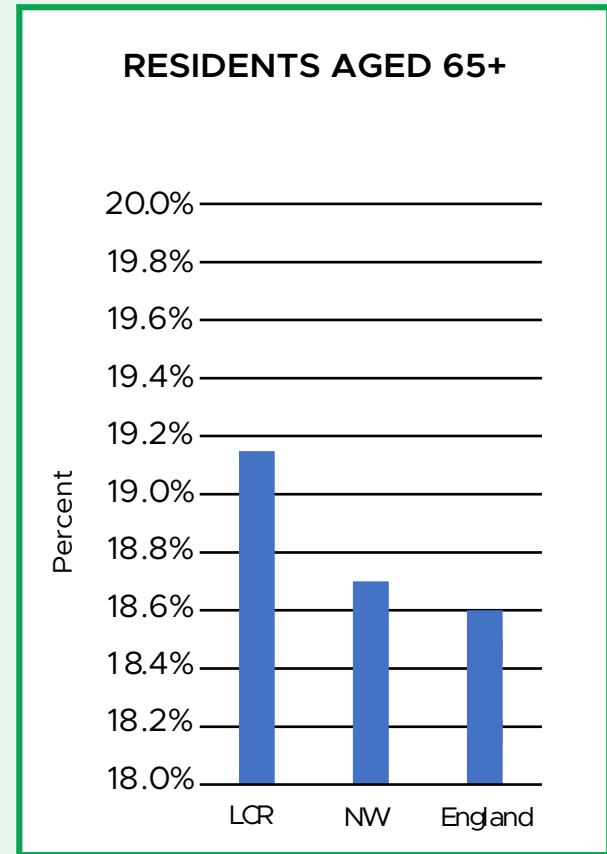
Source: 2021 Census

Historic England identifies 68 entries on the Heritage at Risk register 2022, including 4 grade 1 listed entries.

Source: Historic England, 2022
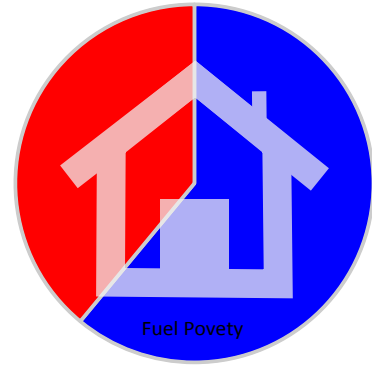
HOUSING STOCK

44% of LCR properties were built before 1939, compared to 36% nationally.
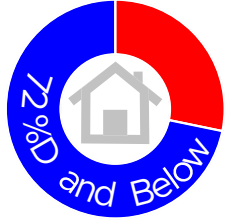
Source: Valuation Office Agency, March 2021

FUEL POVERTY

The energy cap of £2,500 (till 2024) will result in 61% of LCR households being in fuel poverty (based on the 10% net income spent on energy test).
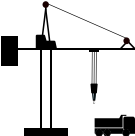
ENERGY EFFICIENCY

72% of homes in the LCR have an EPC rating of **D or below.**

The Government aims for **all homes** to have an EPC rating of C or above by 2023.

Source: Centre for Sustainable Energy

The Brownfield Land Register identifies **474 sites** across the Liverpool City Region, which would provide around **400 hectares of land**.

Source: Brownfield Land Register, 2021

The SDS can respond to these issues by:-

- **Ensuring there are the number and appropriate mix of homes** we need in the City Region
- **Protecting our historic environment** and encouraging high-quality design
- **Setting standards for high quality public realm** that all communities can enjoy.
- **Maximising social value** secured from development for the benefit of local communities

SOCIAL VALUE

Social value is a measure of the importance that people place on the social and environmental changes that they experience as a result of development and spatial planning.
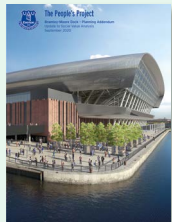
Everton Stadium Puts Premium on Social Value
(EFC web site: 25/10/2022)

Report To Everton Football Club On The Societal Value of the Relocation of Everton Football Club

The new Park will result in an experience of increased wellbeing through reduced anxiety due to access to urban greenspace value and increased socialising in a public place of £7,803,000*

Patients experiencing improved well-being through faster / more efficient diagnosis when visiting the new Walk-in Health Centre / Dementia Centre £29,217,000*

Number of people experiencing enhanced wellbeing from reduced fear of crime £7,062,000*

The social value capture of the new Everton Stadium development up to October 2022.

a. **67% of the construction workforce** on the stadium project are from the local area*

b. **55 apprentices** working on / contributing to the project*

c. **150 new jobs created** within a 30 mile boundary*

The Goodison Legacy project could provide social value via a range of benefits:-

- Physical health

- Mental health

- Experience of crime

- Wellbeing

- Experience of nature and green space

- Skill levels

- Job prospects
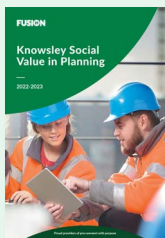
Annual Report 21/22: Social Value through Planning - Knowsley
(Fusion 2022-23)

PARKSIDE DEVELOPMENT

This report outlines the significant social impact generated by Fusion 21 in partnership with Knowsley MBC during the period April 2022 March 2023.

a. **Over 100 local residents recruited** into new employment

b. **27 local Knowsley businesses** have been supported

c. **97 Jobs sustained** and currently active

d. **13 apprenticeships** created

e. **13 Work placements, 8 careers support sessions and 9 donations** made of time, labour or materials

f. **10 residents received accredited training.**

The Parkside Joint Venture (JV) between St Helens Council and Langtree aspires to deliver a meaningful impact to the local community and local businesses in the St Helens borough.

Parkside JV will be engaging with the community throughout the project, working to ensure that during the construction process there are employment, training and works opportunities for local labour and suppliers. All of this is possible through the effective partnership between the JV partners and the St Helens Chamber who are helping scope and deliver social value targets.

The social value project can be split into three phases. The initial phase has included the delivery of the Learning 2 Work programme to local schools in the Newton-le-Willows catchment area as well as the wider St Helens borough. Within the first year Parkside have successfully delivered the programme to 19 schools which included 847 pupils against a target of 200 pupils.

In preparation for the delivery of the second phase of the Social Value programme the JV have worked closely with the Chamber to ensure that we can deliver against the targets we have set regarding the use of local suppliers, local labour and the training opportunities available. Initial progress has been made by having Parkside represented at three meet the supplier events with 43 local suppliers currently engaged with the Chamber in preparation for the tender process.

Further targets related to the construction phase for Parkside are as follows:

- **20% of the labour from the local borough**
- **10 traineeships for labour from the local borough**
- **5 apprenticeships for labour from the local borough**

The final phase of social value at Parkside will be delivered through the end users and the permanent jobs that will be created. Parkside ultimate occupiers will be providing jobs in a range of industries such as manufacturing, logistics, technology and estates management.

St Helens Chamber   Langtree   ST HELENS
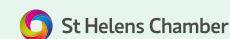
A Joined-Up Approach

2.26 The LCR SDS will need to align to the objectives of other Combined Authority strategies and initiatives and help in their delivery as part of a comprehensive, holistic policy approach to delivering positive change across the city region. Table 2.1 below provides a summary of the Combined Authority strategies to date.

Table 2.1 Key Combined Authority Plans, Policies and Strategies

DOCUMENT	PURPOSE
Liverpool City Region Devolution Deal (Nov 2015)[18]	Sets out the terms of a proposed agreement between the government and the leaders of the Liverpool City Region to devolve a range of powers and responsibilities to the Combined Authority and a new directly elected mayor for the city region.
The LCRCA Corporate Plan 2021-2024[19]	Sets out the purpose of the Combined Authority and vision for the city region which is linked with five priority areas: a fairer city region; a stronger city region; a cleaner city region; a connected city region; and a vibrant city region. Each priority acts to complement the priorities of our six constituent local authorities.

[18] https://www.liverpoolcityregion-ca.gov.uk/what-is-devolution

[19] https://www.liverpoolcityregion-ca.gov.uk/corporate-plan/

DOCUMENT	PURPOSE
LCR Plan for Prosperity (2022)[20] **(see below)**	Supports the delivery of the Corporate Plan's objectives and to provide a high level, long-term economic and place-based strategy for the city region over the next decade and beyond. It outlines the vision to deliver prosperity as a fairer, cleaner and stronger city region driven by the strategic priorities of: • An inclusive city region where levelling up means no one and no place is left behind; • Being pioneers of the green industrial revolution; and • A global, confident, and outward looking city region.
LCR Climate Emergency Declaration (2019)[21]	Sets the ambitious goal to become carbon neutral by 2040, ten years ahead of the UK target.
Liverpool City Region Year One Climate Action Plan 2021/22[22]	Creates a clear framework that will set the foundation for actions to achieve the city region climate and sustainability goals.
LCR Pathway to Net Zero Carbon (2022)[23]	Building upon the Year One Climate Action Plan, a longer-term strategy was required. The Pathway to Net Zero Carbon sets a clear direction of travel for rapid, collective action on delivering a net zero carbon city region by 2040. The Pathway is based around the themes of homes, neighbourhoods, travel and workplace.

[20]https://www.liverpoolcityregion-ca.gov.uk/growing-our-economy/plan-for-prosperity/

[21]https://www.liverpoolcityregion-ca.gov.uk/news/climate-emergency-declared-for-liverpool-city-region

[22]https://api.liverpoolcityregion-ca.gov.uk/wp-content/uploads/2023/09/YearOneClimate6_compressed.pdf

[23]https://www.liverpoolcityregion-ca.gov.uk/what-we-do/energy-environment/pathway-to-net-zero/

DOCUMENT	PURPOSE
LCR 5-year Climate Action Plan[24]	Sets out actions for the Combined Authority to 2028 critical in helping ensure that the City Region achieves its 2040 net zero carbon emissions target. The Plan is divided into five pillars, each with associated actions, complemented by a series of cross-cutting actions over the short, medium and long-term.
LCR Housing Statement (Our Housing Ambitions for the LCR 2019-2024)[25]	Sets out housing ambitions and priorities which are designed to improve the housing offer in the Liverpool City Region, and deliver our commitment to our people.
LCR Housing Investment Strategy (Nov 2020)[26]	Ensure that investment in housing using funds and resources from Homes England, the CA and the LCR constituent local authorities meets the city region's strategic housing priorities as well as the Combined Authority's "good growth" credentials, value for money and deliverability. This therefore provides the framework for prioritising public funding allocations.
LCR Digital Strategy and Action Plan 2021-23[27]	Covers all aspects of digital, in order to showcase our assets, highlight our opportunities, gaps and priorities, and drive activities and investment.
LCR Air Quality Action Plan (Building Back Better - Improving our Air Quality Dec 2020)[28]	Sets out a series of short and longer-term actions across four main areas, aligned to the key stakeholders responsible for these actions.

[24] https://api.liverpoolcityregion-ca.gov.uk/wp-content/uploads/2023/10/LCRCA-Five-Year-Climate-Action-Plan-2023-2028-Digital.pdf
[25] https://api.liverpoolcityregion-ca.gov.uk/wp-content/uploads/2023/09/LCRCA-HOUSING-STATEMENT-2019.pdf
[26] https://www.liverpoolcityregion-ca.moderngov.co.uk/documents/s49751/Enc.%201%20for%20Liverpool%20City%20Region%20Housing%20Investment%20Strategy.pdf
[27] https://www.liverpoolcityregion-ca.gov.uk/digital
[28] https://www.liverpoolcityregion-ca.gov.uk/improving-our-air-quality

DOCUMENT	PURPOSE
LCR Skills Action Plan 2022-23[29]	Aims to reskill the city region workforce, young people in particular, and to help employers adapt to new post-COVID ways of working and find the qualified and experienced staff they need.
Local Journeys Strategy (2018)[30]	Sets out a framework for guiding the development of services and infrastructure that support sustainable short journeys across the city region. It also compliments other transport strategies and focuses on all modes of transport; from pedestrians and cyclists, businesses, freight and logistics.
LCR Local Cycling and Walking Infrastructure Plan (2020)[31]	A delivery mechanism to grow the number of journeys made by bike and on foot. The LCWIP is made up of routes comprising a city region strategic network. This is complemented by a web of local cycling and walking routes.
LCR Rights of Way Improvement Plan 2018-2028[32]	Provides a joined up approach to improving rights of way by integrating the network with other modes and provide a positive contribution to delivering the Local Journeys Strategy.
LCR Social Value Framework 2022/2023[33]	Seeks to provide a consistent approach to maximising the social value that the Combined Authority creates. Sets out to go beyond the minimum social value requirement identified in the Public Services (Social Value) Act 2012 and to ensure social value benefits are realised in all activity across the organisation including; employment, commissioning, investment and service delivery, not just procurement.

[29] https://api.liverpoolcityregion-ca.gov.uk/wp-content/uploads/2023/09/Skills-Action-Plan-2022-23.pdf

[30] https://api.liverpoolcityregion-ca.gov.uk/wp-content/uploads/2023/09/LCRCA_LCL_JRNYS_STRATEGY.pdf

[31] https://api.liverpoolcityregion-ca.gov.uk/wp-content/uploads/2023/09/LCR-LCWIP-Final-1.pdf

[32] https://api.liverpoolcityregion-ca.gov.uk/wp-content/uploads/2023/09/LCRCA_ROWIP_AUG2018.pdf

[33] https://www.liverpoolcityregion-ca.gov.uk/social-value-framework

DOCUMENT	PURPOSE
LCR Local Transport Plan 4 (under preparation)[34]	Sets out plans, policies and ambitions for transport services and transport investment in the city region until 2040.
Sustainable and Affordable Food Strategy (under preparation)[35]	Working with the VS6 Partnership to provide a joined-up approach across local authorities, health and social care partnerships and the private sector to make food poverty history. Sets out the city region's ambition to promote better access to sustainable, affordable and healthy food environments.
30-year Culture and Creativity Strategy[36]	Details the core elements for the Strategy and outlines the journey for culture and creativity across the city region. The aim is to continue to expand, develop and sustain the culture and creative offer by recognising and investing in culture and creativity as major drivers in the visitor economy and creative industries.
Cultural Compact Strategic Action Plan 2021-2026[37]	The Cultural Compact Plan builds on the 30-year Culture and Creativity Strategy and provides a roadmap for its delivery. The Plan presents a five-year programme to sustain, invest and recover in a post-Covid environment, with the ambition to re-position the arts, culture and creativity at the heart of the city region's economy. LCR Local Nature Recovery Strategy (LNRS) (emerging).
LCR Investment Strategy (under preparation)	Sets out how inclusive economic development will be a key factor in all of the Combined Authority's investment decisions, reflecting the commitments made in other Combined Authority documents, including its social value and equalities policies. The strategy indicates that investment will be focused on identified priority growth clusters set out in the Plan for Prosperity: (1) advanced manufacturing (2) health and life sciences (3) digital & creative.
LCR Local Nature Recovery Strategy (LNRS) (emerging)	A new statutory duty introduced in the Environment Act 2021 for an evidence based, locally-led, spatial strategy focussed on nature recovery and biodiversity. `The Combined Authority will be the 'Responsible Authority' for producing the LNRS with the LCR local authorities as 'supporting authorities'.

[34] https://moderngov.merseytravel.gov.uk/documents/s66049/Developing%20the%20next%20Local%20Transport%20Plan%20LTP.pdf

[35] https://static1.squarespace.com/static/5dbd9d4554374e25938375ad/t/63a1c070f3565e6f66c2299c/1671544947268/ASF_Recommendations+for+Change+December+2022.pdf

[36] https://www.liverpoolcityregion-ca.gov.uk/what-we-do/culture/

[37] https://liverpoolcityregion-ca.moderngov.co.uk/documents/s52817/Enc.%201%20for%20Cultural%20Compact%20Strategic%20Action%20Plan.pdf

Plan for Prosperity

2.27 The LCR Plan for Prosperity[20] (published in March 2022) sets out the long-term, high level, economic and place-based vision for the city region over the next decade and beyond. It provides a key focus for the Combined Authority's policy direction.

Figure 2.1 *LCR Plan for Prosperity Vision*

A FAIRER CITY REGION

a leader in social innovation and one of the most inclusive economies in the world. We will have taken proactive action to tackle inequality and provide more opportunities for all our residents

A STRONGER CITY REGION

a hub of good business and innovation on the international stage. We will have secured investment to continue to develop our distinctive specialisms and be known for our expertise in science and innovation. There will be significantly more businesses providing good quality jobs for our residents

A CLEANER CITY REGION

as a pioneer in sustainable approaches to living, travel and doing business. With a clear focus on addressing the climate emergency we will place ourselves at the forefront of the Green Industrial Revolution. We will become a global leader in clean energy, generating power from tidal, offshore wind, and hydrogen

2.28 Central to the Plan for Prosperity is the commitment to develop an inclusive economy. This seeks to address existing social inequalities in policy and decision making by widening the traditional measures of economic growth to ensure it is more equitable and ultimately provides better and more sustainable outcomes.

2.29 Supporting the development of an inclusive economy requires a paradigm shift in how to measure success and understanding just what that success looks like. A broader basket of qualitative and quantitative indicators – an LCR Prosperity Index - that demonstrates an appreciation of long-term change and continual improvement, will therefore be developed.

2.30 The Plan sets the strategic direction for city region policies on the economy, business environment, skills, transport, housing, planning, underpinned by an ambitious pathway to net zero carbon. The Plan also supports the setting of future priorities and investment decisions, ensuring the city region continues to invest its resources impactfully.

Other Liverpool City Region Combined Led/Supported Initiatives and Priorities

2.31 The Combined Authority working with partners and stakeholders also plays a key role in the co-ordination and delivery of a range of other initiatives, projects and priorities, working towards the wider objectives. These include:

- Brownfield Land Fund[38]
- Liverpool City Region Freeport Bid[39]
- LCR Innovation Prospectus 2022[40]
- LCR Strategic Investment Fund and Strategy[41]
- Mersey Tidal Power Project[42]
- HyNet North West[43]
- LCR Land Commission[44]
- LCR One Public Estate Partnership[45]
- LCR Connect[46]
- LCR Sustainable Transport Settlement (A Transport Investment Prospectus for the Liverpool City Region 2022/23 - 2026/27)[47]
- Growth Platform[48]
- Housing Retrofit Programme[49]
- Investment Zones[50]

[38] https://www.liverpoolcityregion-ca.gov.uk/what-we-do/brownfield-land-fund/

[39] https://www.liverpoolcityregion-ca.gov.uk/growing-our-economy/liverpool-city-region-freeport/

[40] https://www.liverpoolcityregion-ca.gov.uk/innovation

[41] https://www.liverpoolcityregion-ca.gov.uk/growing-our-economy/strategic-investment-fund/

[42] https://www.liverpoolcityregion-ca.gov.uk/new-step-forward-on-mersey-tidal-power-project/

[43] https://hynet.co.uk/

[44] https://cles.org.uk/tag/land-commission/

[45] https://moderngov.merseytravel.gov.uk/documents/s55439/Request for Delegation of Decision Making Powers to the LCR One Public Estate Partnership Board.pdf

[46] https://www.lcrconnect.com/

[47] https://api.liverpoolcityregion-ca.gov.uk/wp-content/uploads/2023/09/LCR-Sustainable-Transport-Settlement-Prospectus.pdf

[48] https://growthplatform.org/

[49] https://www.liverpoolcityregion-ca.gov.uk/news/liverpool-city-region-turns-up-the-heat-on-retrofitting-programme-after-securing-further-42m

[50] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1142995/Investment_Zone_Policy_Prospectus.pdf

- [Business and Enterprise Board](#)[51]
- [Equality Panels](#)[52]

Evidence underpinning the SDS

2.32 Understanding the various planning related issues is an important part of preparing planning policy.

2.33 Drafting of the SDS is informed by various technical reports and assessments on specific subjects - commonly referred to as the 'evidence base'. These evidence base studies have played a key role in shaping the SDS and are referred to in relevant parts of this document. Further details concerning the role of these, and other documents prepared by the Combined Authority, are set out on [here](#)[4].

2.34 There will also be opportunity to comment on the evidence base as part of this engagement.

2.35 Key evidence that has informed the SDS so far includes:

- Integrated Impact Assessment (IIA) Interim Report
- Habitats Regulations Assessment (HRA) Screening for Likely Significant Effects
- LCR Strategic Infrastructure Plan (SIP) Initial Engagement Draft
- LCR Social Value Background Paper
- LCR Housing and Economic Development Needs Assessment (HEDNA)
- LCR Strategic Housing and Employment Land Study (SHELS)
- LCR Strategic B8 Land Use Forecasts Paper
- LCR Town Centre Review
- LCR Strategic Flood Risk Assessment (SFRA) Part A
- LCR State of Nature Report
- LCR Health Overview
- LCR Viability Information Paper

2.36 This document sets out the Combined Authority's current preferred policy approaches in relation to the topics listed above. The draft policy approaches are based on the best available evidence to date and could be refined in light of any new relevant evidence that may come to light through this consultation process, and further work by the Combined Authority. The SDS evidence base will be added to as the SDS preparation process progresses.

Evidence Base Question

Do you have any comments relating to the supporting assessments and evidence prepared so far? If so, please provide, specifying which document your comments relate to.

[51] https://www.liverpoolcityregion-ca.gov.uk/news/chair-and-deputy-chair-appointed-to-new-liverpool-city-region-business-and-enterprise-board

[52] https://www.liverpoolcityregion-ca.gov.uk/governance/equality-diversity-and-inclusion/

3. Vision and Objectives

Vision

3.1 The draft vision for the SDS builds on the Metro Mayor's and Combined Authority's overarching vision for a fairer, stronger, cleaner Liverpool City Region where no-one is left behind.

In 15 years, we want to be a city region where:

- *A positive, ambitious and collaborative Spatial Development Strategy has been instrumental in delivering a globally competitive, environmentally responsible and socially inclusive city region;*

- *Effective action to tackle climate change has been, and is being, taken; with measures put in place to increase our resilience to its effects;*

- *Deprivation and health inequalities in all our communities has been significantly reduced; with health and wellbeing being fundamental in deciding how we shape the places we live, work and meet;*

- *Transformational growth and inward investment opportunities of devolution are maximised, creating a genuinely inclusive economy that is more competitive, innovative, connected, resilient, sustainable and greener; providing quality jobs, training and prosperity;*

- *Liverpool City Centre continues to thrive as a world-class leisure, cultural and visitor destination and regional economic centre. Our town centres, creatively re-purposed, reimagined and regenerated, provide opportunities for businesses and communities to connect, thrive and develop, supported by cleaner and greener travel and digital infrastructure;*

- *Homes are provided to meet all our needs, are well designed and fit for the future, forming safer and well-connected communities, with place-making at the heart of new development;*

- *The right quantity and the right quality of growth is achieved, with the value of new development looking beyond economic returns to deliver wider and lasting social and community benefits.*

Question 1

Do you have any comments on the Vision?

Strategic Objectives

3.2 The Spatial Development Strategy is to be guided by a set of five thematic objectives. These set out what the policies in the SDS aim to achieve and deliver. They have been developed in response to the challenges faced by the city region and to align with the priorities of the Combined Authority. Initial feedback received has helped to shape and refine these objectives.

Climate Change and Environment

Objective 1: Tackling climate change and creating a cleaner, greener city region will be achieved by:

A. Securing opportunities to reduce greenhouse gas emissions and capture carbon, helping to meet the Liverpool City Region's target of carbon net zero by 2040;

B. Increasing resilience to the effects of climate change, and ensuring its impacts do not lead to social and economic inequalities;

C. Making the most effective use of land, and maximising the potential to utilise brownfield land;

D. Securing measured and lasting environmental improvements from new development to deliver benefits for biodiversity and climate change mitigation and adaption;

E. Protecting, improving and expanding valued green and blue spaces, landscapes and the natural environment for the long-term benefit of all;

F. Managing and utilising resources, including minerals and waste, in a sustainable, efficient and responsible way as part of a circular economy;

G. Increasing clean and renewable energy generation, and greater energy conservation and efficiency in buildings;

H. Facilitating the transition to cleaner, greener transport, and promoting a shift to public transport.

Health and Wellbeing

Objective 2: Reducing health inequalities and creating a healthier city region will be achieved by:

A. Improving the conditions in which people and future generations are born, live, work and age;

B. Expecting development to contribute towards reducing inequalities in physical and mental health and wellbeing and foster a sense of belonging;

C. Shaping the built and natural environment to enable healthy and active lifestyles;

D. Protecting and providing facilities that promote health, wellbeing and social cohesion;

E. Tackling poor air quality and other forms of pollution;

F. Creating environments that promote walking, cycling and other forms of active travel as a genuine and realistic choice.

Prosperous and Inclusive Economy

Objective 3: Increasing the city region's economic prosperity in ways that widen opportunities for all will be achieved by:

A. Supporting the growth of the city region's economy so that it is competitive, resilient, environmentally clean, well connected, socially inclusive and future ready;

B. Helping reshape the economy by increasing opportunity and prosperity for all communities and places across the city region;

C. Connecting businesses and communities with better, enhanced access to digital networks;

D. Revitalising and regenerating town centres so that they are renewed focal points for communities, creativity, and businesses.

Placemaking, Communities and Housing

Objective 4: The creation of sustainable places and communities with the homes the city region needs will be achieved by:

A. Delivering high-quality homes that meet our range of needs, creating new, regenerated, revitalised and resilient communities;

B. Expecting high quality design standards to produce buildings and places that are attractive, future ready, inclusive, safe, energy efficient and enable healthier and happier lives;

C. Positively shaping development so that it responds to and respects the city region's distinct character, creating places where people want to live, work, visit and meet;

D. Enhancing and preserving our valued built heritage and cultural assets, and utilising them for the benefit of current and future generations.

E. Making sure people can access a range of facilities and services to meet their everyday needs both conveniently and safely, reducing reliance on the private car.

Social Value

Objective 5: Maximising social value from development will be achieved by:

A. Expecting those who propose development to maximise the positive social, economic and environmental changes they cause;

B. Making sure that social value generated by development benefits the users, occupiers and surrounding communities, particularly those that are most deprived and excluded;

C. Creating a framework so those proposing development can measure the social, economic and environmental impacts of development;

D. Positively engaging with communities and collaborating with partners to shape development.

Question 2

Do you have any further comments on these objectives?

4. A Spatial Strategy for Liverpool City Region

4.A SPATIAL STRATEGY FOR LIVERPOOL CITY REGION

4.1 As the SDS is a spatial plan, there is a need to appropriately define the geographies of the city region. The plan identifies four spatial areas in the Liverpool City Region; Liverpool City Centre which is at the heart of city region, an Inner Urban Area which has the most immediate and direct links to the city centre, a Wider Urban Area which comprises the remaining urban areas within the city region and the Rural City Region which comprises those areas outside of the urban conurbation. There are a number of towns in the inner and wider urban areas, several of which have key regeneration needs and opportunities. As noted in paragraph 1.16, the spatial areas do not seek to 'prioritise' one area or town over another when there are opportunities for funding or other regeneration activities.

***Map 4.1** Spatial Strategy*

Legend:
- **CC** Liverpool City Centre
- Inner Urban Area
- Wider Urban Area
- Rural City Region
- Towns identified in the Spatial Strategy
- Other Centres identified in the Spatial Strategy
- Local Authority

0 kilometres 10

North

Reproduced from the Ordnance Survey mapping with the permission of the controller of H.M.S.O. (c) Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Liverpool City Region Combined Authority (100061062) **Note:** This map is **diagrammatic** for accurate boundaries please consult the relevant Local Authority

Policy LCR SS1 - Liverpool City Region Spatial Strategy

To create and maintain sustainable places and communities and deliver a more prosperous and inclusive economy, development, including the provision for a minimum of 83,600 new homes and a minimum of 521 hectares of employment land between 2021 and 2040, will be directed to sustainable locations. Development will be focussed on Liverpool City Centre, the Inner Urban Area and the Wider Urban Area.

These areas will be the strategic priority for development, providing the city region's focal points for employment, retail and other commercial and professional activities, as well as culture and tourism destinations. They provide access to sustainable transport and are a focus for improving the interchange facilities required to strengthen sustainable transport provision, create vibrant and attractive city and town centres which are fundamental to the sustainable development of the city region. These areas will continue to be the focus for investment, environmental enhancement and regeneration.

Sustainable growth will be achieved by:

- Supporting transformational growth across the city region, including the growth of key sectors of the city region economy and maximising untapped growth potential and inward investment, through the provision of a range of sub-regionally significant employment sites and protection of existing employment sites (in accordance with local and national policy).

- Putting communities at the heart of plan making, providing places in which they can prosper.

- The Combined Authority co-ordinating and directing strategic funding opportunities to maximise delivery.

- Building on and expanding the regeneration programmes that have helped transform parts of the city region.

- Meeting business needs by supporting the expansion and promotion of clusters and networks of knowledge driven industry including the Liverpool City Region Life Sciences Investment Zone.

- Supporting the delivery of high-quality homes that meet a range of housing needs through the provision of a range of sub-regionally significant housing sites and smaller local sites.

- Delivering shared prosperity through the provision of high-quality employment, skills and training opportunities, improved connectivity (both physically and digitally) and targeted investment in the most deprived areas of the city region in order to reduce inequalities.

- Supporting the timely delivery of strategic infrastructure required to enable growth.

- Focussing new development in existing urban areas and maximising the use of suitable previously developed land.

- Protecting, improving and enhancing green and blue infrastructure and public realm in an integrated way, ensuring greater accessibility and public safety.

- Planning for the mitigation, adaptation and long-term resilience to the impacts of climate change, nature recovery and the creation of a cleaner, greener city region, including maximising opportunities for developments to promote sustainable transport patterns.

- Creating healthy environments and conditions that help reduce health inequalities across the city region.

- Securing high quality, sustainable and beautiful design that is low carbon, energy efficient and responds to existing character.

- Maximising opportunities to benefit from the clustering and agglomeration of uses and activities

- Taking opportunities to build at high densities where appropriate.

- Supporting the provision of new and enhanced sustainable travel/public transport infrastructure.

- Contributing to and integrate with the active travel network.

- Maximising opportunities for renewable and low carbon energy provision.

- Protecting, conserving and enhancing the historic environment and heritage assets.

- Protecting and enhancing key cultural and tourism assets.

- Promoting town centre vitality and viability.

- Minimising adverse impacts of pollution and help achieve improvements in air quality.

The Liverpool City Region's Green Belt will be protected in accordance with national and local planning policy. Exceptional circumstances are required to justify the de-designation or extension of the Green Belt through the preparation or review of a Local Plan.

1. Liverpool City Centre

At the heart of the City Region, Liverpool City Centre will continue its essential role as primary centre and major hub for key economic growth sectors including the knowledge economy, financial and professional services, creative and digital industries, retail and leisure, tourism and the cultural/visitor economy.

The City Centre's role in providing for and accommodating these sectors will be protected, strengthened and promoted to increase competitiveness regionally, nationally and internationally, driving regeneration and growth to the benefit of the wider city region.

Complementary to its primary economic function, the City Centre will continue to see an increase in provision of a diverse range of new, high-quality homes and the creation of sustainable communities and neighbourhoods. They will be supported by the necessary social and green infrastructure, well connected by active travel and public transport networks and will integrate positively with existing communities and neighbourhoods.

As a priority, the momentum of regeneration and attraction of investment in the City Centre will be continued and sustained through the following:

- Provision of employment land and floorspace to support growth in key high value economic sectors and associated job creation, including health and life sciences, maritime, financial and professional services including at Liverpool City Centre.

- Provision of new, high-quality housing for all kinds of people, including family homes and affordable housing, integrating positively with existing communities.

- Providing the key location for higher educational facilities, benefiting from proximity to clusters of other uses forming part of the wider Knowledge Economy.

- Serving as the key location on the public transport network providing connectivity throughout and beyond the city region.

- Provision of high quality new commercial floorspace focussed on the Main Office Area.

- Development of existing and new facilities for innovation and discovery in science, technology, education, medicine and culture focussed on the Knowledge Quarter.

- Support for digital and creative businesses focussed on the Creative Quarter.

- Protecting and enhancing the City Centre's role as a regional and national destination for retail, leisure, cultural and tourism development; and the Main Retail Area and Liverpool ONE as primary focus for major comparison goods retailing.

- Maximising the economic potential of the Waterfront and its Fringes (including King's Dock and Ten Streets) including, where appropriate, development for commercial and residential-led mixed use, employment, retail, cultural, leisure and recreation.

- Development of residential-led mixed use and employment in the Pumpfields area, forming an extension to the City Centre.

- The protection and enhancement the City Centre's extensive cultural and heritage assets, particularly in the St George's and Cultural Quarter.

2. Inner Urban Area

- The Inner Urban Area will provide a focus for sustainable regeneration, benefitting from its proximity to Liverpool City Centre and complementing the wider city region. New development within the Inner Urban Area will:

- Maximise use of brownfield and underutilised land to catalyse urban regeneration.

- Deliver regeneration objectives including tackling deprivation and inequality, attraction of investment, creation of job opportunities and environmental improvement.

- Provide new, high-quality housing for all kinds of people, including family homes and affordable housing, integrating positively with existing communities.

- Create new and revitalised mixed communities, helping to tackle previous housing market failure.

- Help to address long standing issues of dereliction and land contamination.

- Maximise opportunities to integrate and improve connectivity with Liverpool City Centre, adjacent areas and neighbourhoods within the Inner Urban Area and elsewhere in the city region.

a) Birkenhead

Birkenhead will be transformed through a programme of comprehensive regeneration. Through the successful delivery of regeneration schemes such as at Wirral Waters, in and around the Town Centre, and at Hind Street and Hamilton Park, the town will be repopulated, public realm will be enhanced, and new low carbon residential and mixed-use neighbourhoods will be created. Opportunities provided by the town's unique, historic waterfront environment will be maximised, including in the tourism and maritime and marine industries.

The transformation of Birkenhead will be at the heart of a wider regeneration programme for the Left Bank of the River Mersey stretching from New Brighton to Bromborough, which will see significant improvements to the connectivity of the waterfront.

The provision of employment land and floorspace will support growth in key high value economic sectors and associated job creation including at Wirral Waters Freeport site.

Further and higher educational facilities, benefiting from proximity to clusters of other uses will form part of the city region's wider Knowledge Economy.

b) Bootle

The revitalisation of Bootle will be driven through the repurposing and regeneration of the Strand shopping centre and sustainable canal side development. Town centre living, higher and further educational facilities, employment opportunities, high quality public space and leisure and cultural attractions will increase and be enhanced. The Strand shopping centre will consolidate its position as the main focus of shopping, leisure, cultural, community and other uses for Bootle's residents and those in the wider area.

The provision of a mixed high-quality offer for residents, businesses, employees and students throughout Bootle, including a greater choice of house types and good quality and well-located employment sites, alongside improved physical integration and connectivity (including active travel links), will enable Bootle to reshape and grow its reputation as a highly desirable and sustainable residential, education, leisure and business location. Making Bootle a healthier place to live, through the provision of an environment that enables residents to live a healthier lifestyle will be a key priority.

To enable Bootle to build upon its excellent location in the city region, on the coast and close to the motorway and rail network, opportunities to repurpose and redevelop vacant land and buildings will be supported, in line with relevant policies of this SDS and local policy. Bootle's valued built heritage will be protected, and where appropriate and in accordance with national and local policy, the reuse of heritage assets for suitable viable uses will be supported.

c) Inner Urban Neighbourhoods

The Inner Urban Neighbourhoods of Walton, Anfield, Everton, Kirkdale, Tuebrook, Kensington, Toxteth, Dingle, Seaforth, Litherland, Netherton, Tranmere, Egremont, Poulton and Seacombe will capitalise on the benefits of their location within the Inner Urban Area close to the City Centre, Birkenhead and Bootle. A key priority for Inner Urban Neighbourhoods will be to attract investment exploiting the competitive advantages of their strategic location, including the potential for the creation of new businesses from positive spill over from the City Centre and elsewhere in the Inner Urban Area, and providing supply chain and support services. Local labour supply and local market demand strengths should be maximised. Connectivity of the Inner Urban Neighbourhoods to the City Centre and wider Inner Urban Area should be maintained and enhanced.

Revitalising local and district centres, ensuring high quality new housing provision and a greater housing choice, and enhancing environmental quality, through the provision of new and enhanced green and blue infrastructure will be key priorities for the Inner Urban Neighbourhoods. The strength and pride of local communities will be built upon.

Initiatives that seek to reduce vacancy and promote the refurbishment, retrofitting and reuse of existing buildings within the Inner Urban Neighbourhoods should be supported.

Tackling the interrelated and multidimensional issues of deprivation, inequality and economic disadvantage in the Inner Urban Neighbourhoods is a key driver of this Strategy.

3. Wider Urban Area

The Wider Urban Area will play a key role in sustaining economic growth across the city region. The sustainable development of key strategic housing and employment sites and strategic infrastructure projects will complement and capitalise on the growth of the City Centre and the Inner Urban Area.

The protection and enhancement of key strategic city region economic assets within the Wider Urban Area including Liverpool John Lennon Airport, the seaport network and associated maritime facilities, Sci-Tech Daresbury and the Freeport sites of Parkside and 3MG will be supported (in accordance with local policy).

Higher density residential and mixed-use development will be supported in appropriate locations, such as within or close to district centres and public transport hubs (in accordance with local policy). New residential development should contribute towards the creation of sustainable mixed communities and be well connected to local services and facilities.

Green and blue infrastructure will be protected, improved, expanded and connected to bring benefits for health and wellbeing, nature recovery and climate change mitigation and adaptation.

Opportunities for improved strategic infrastructure (including physical, green and social) resulting from the delivery of strategic housing, employment and infrastructure projects will be supported (in accordance with local policy).

Improving the vitality and viability of district and local centres will be a key priority within the Wider Urban Area. The towns of Earlestown, Halewood, Halton Lea, Huyton, Kirkby, Liscard, New Brighton, Prescot, Runcorn, St Helens, Southport and Widnes will be key priority areas for economic development and regeneration. The role and function of these towns as service, cultural, tourism, community, leisure, health and employment hubs will be strengthened.

Increased town centre vitality and viability will be achieved through diversifying the town centre offer by responding to new opportunities, changing customer behaviour and repurposing vacant space (where appropriate, in line with local and national planning policy). Increasing the residential offer within and surrounding the towns will play a significant part in sustaining their vitality. High density residential and mixed use development will be supported in appropriate locations (in accordance with local policy).

The provision of new and upgraded physical infrastructure (including active travel linkages and digital connectivity) will support economic growth within and surrounding the towns. Improvements to the public realm and physical environment, including the provision of enhanced green and blue infrastructure will help create a high-quality environment and improve quality of life.

Physical regeneration schemes should be sensitive to, and seek to maximise and enhance, the distinctive characteristics of the towns including the historic environment.

The creation of place-based partnerships in the delivery of regeneration schemes will be supported.

The following priorities for future growth and placemaking will be supported (this is not exhaustive):

- Earlestown: Strengthening Earlestown's town centre and historic market offer through the creation of spaces, infrastructure and an environment that residents, shoppers and local businesses can be proud of. The restoration of Earlestown's historic town hall, in order for it to be brought back into working life as a hub for community uses. Improvements to Earlestown rail station, together with extensive public realm improvements across the town centre.

- Halewood: Expansion of the local district centre, improvements to green space and leisure facilities, as well as improvements to walking and cycling connectivity throughout the town and employment areas helping to ensure that Halewood meets the needs of its residents and that the planned growth at East of Halewood is supported.

- Halton Lea / Runcorn: Delivery of the Mersey Gateway Plus regeneration strategy, with employment expansion at Sci-Tech (Daresbury), Manor Park and redevelopment and improvements on Astmoor. Revitalisation of commercial provision around Halton Lea and targeted interventions within former new town housing neighbourhoods to widen housing choice, update services and enhance local connectivity and environments.

- Huyton: Guided by the Huyton Village Masterplan 2017 and Knowsley Council's 10-year development plan, proposals for Huyton Village Centre including new mixed-used commercial district with opportunities for a hotel, office space (including a new Council HQ),

co-working centre, and residential accommodation. Also, the creation of an attractive new Village Green to connect improved public spaces complimented by an improved station gateway area and high-quality event spaces on Derby Road.

- Kirkby: Continuing the momentum of regeneration following the town centre's retail extension with potential for development at the Kirkby Gateway site (including the former Kirkby Civic Building site) and surrounding area; and land to the immediate south of the town centre for new homes.

- Liscard: Liscard Town Centre forms part of a wider transformational regeneration programme along the 'Left Bank' of the River Mersey. There are significant opportunities to diversify the town centre to ensure its long-term viability and vitality, including the delivery of high quality, mixed tenure housing in the town centre; the creation of a safer, calmer and more attractive environment for pedestrians, cyclists and bus users; and the formation of more attractive and interactive public spaces, to generate footfall and increase dwell time.

- New Brighton: New Brighton is a unique urban coastal resort located on the north-eastern coast of the Wirral Peninsula, part of a wider transformational regeneration programme along the 'Left Bank' of the River Mersey. There is an opportunity to build on the resurgence of its visitor offer by introducing new uses and activities that positively contribute to the attractiveness of New Brighton as a place to live and visit; develop new buildings and spaces that enhance the character and identity of New Brighton to secure its future as a sustainable coastal community.

- Prescot: Continuing to build on the centre's cultural, heritage and leisure-led regeneration to develop a thriving attractive destination for local residents and visitors. To be achieved through: encouraging a wider mix of town centre uses, intensifying the retail function in a consolidated primary shopping area, improving linkages and integration between the retail park and the town centre, encouraging residential development in the town centre to support local shops and services, creating a critical mass of leisure and culture facilities, and using existing heritage assets to maximise tourism and cultural opportunities.

- Old Town & Old Runcorn: Delivery of the Mersey Gateway Plus regeneration strategy, with employment renewal including Port Weston, building the 'hydrogen economy' at Rocksavage International and the reimagining of the Heath Business Park into a 21st Century Port Sunlight. Environmental and connectivity improvements in and around Runcorn Old Town, enhancing the award-winning Brindley Theatre and seeking to boost footfall, support diversification and vitality and viability.

- St Helens: Comprehensive redevelopment of the town centre through the successful delivery of the St Helens Town Centre Masterplan Development Framework (2022). Ensuring that the mixed-use redevelopment of the town centre creates a more accessible and enjoyable place to come together, where people want to live, work and visit. Attracting businesses and residents to the new opportunities available, through the provision of high-quality spaces and improved transport and digital connections.

- Southport: Maintain Southport's prominence as a seaside town by retaining and growing both day and overnight visitor numbers and associated spending and diversify the visitor offer to build greater resilience to the seasonal nature of the leisure and visitor market. Seeking to diversify the economic base, including a focus on the digital economy to boost productivity and maximise prosperity. This will be supported by improving strategic transport links as well as connections with its neighbourhoods.

- Widnes: Delivery of the Mersey Gateway Plus regeneration strategy, with employment expansion and renewal across 3MG / Ditton Corridor and South Widnes / Widnes Waterfront. Continued revitalisation of Widnes Town Centre and the delivery of connectivity improvements to seamlessly integrate newly allocated housing areas, whilst seeking to further green the environment and reduce contributions to climate change.

Targeted regeneration and investment will be supported in other district and local centres including Crosby and New Ferry.

4. Rural City Region

The vitality and vibrancy of the Rural City Region will be maintained and enhanced.

Supporting rural economic development and diversification, providing opportunity, improving access to high quality services and sustaining and enhancing the natural, historic and cultural environment, are key priorities for the Rural City Region.

Sustainable transport links from the Rural City Region to the Wider Urban Area, Inner Urban Area and the City Centre will be strengthened.

The Rural City Region will continue to provide a wide range of environmental and quality of life benefits for local communities including nature recovery, climate change mitigation and adaptation and outdoor recreation opportunities.

The visual and landscape character and historic assets of value of the Rural City Region will be conserved and enhanced.

The sustainable delivery of environmental and countryside regeneration programmes, such as the Bold Forest Area Action Plan will be promoted and supported.

Green Belt land will be protected in accordance with national and local policy.

Explanation

4.2 This spatial strategy has been developed in response to the SDS vision and objectives set out earlier in section 3, which in turn respond to the challenges and opportunities of the city region, and in turn align with the priorities of the Combined Authority.

4.3 The Combined Authority has a vision and ambition for a globally competitive, environmentally responsible and socially inclusive city region. The spatial strategy seeks to align with this vision, ensuring that growth and development across Liverpool City Region is managed to help support the delivery of this overall ambition, making sure that any necessary change and development is sustainable in the interests of future generations. In accordance with the NPPF's focus on sustainable development, this spatial strategy seeks to balance the needs for future growth with wider economic, social, and environmental objectives.

4.4 A key driver behind the SDS is the Combined Authority's Plan for Prosperity which as set out in section 2, sets a vision to deliver prosperity as a fairer, cleaner and stronger city region. In drawing up the SDS it is not possible to start with a blank canvas,

the strategy has been informed by, and seeks to help deliver, the strategies within the adopted and emerging Local Plans, which set out the most sustainable locations for growth in their local areas. The strategy is also informed by the existing pattern and form of built development across the city region, developments which are already committed or in the pipeline, and existing and planned infrastructure across the city region.

4.5 The focus of this SDS is on growing existing urban areas and those locations where specific needs and opportunities have been identified in the SDS and Local Plan evidence bases. This approach focuses the majority of new development in Liverpool City Centre, the Inner Urban Area and the Wider Urban Area, with smaller scale development expected elsewhere in order to support local services and the rural economy.

4.6 Key principles that lie at the heart of this spatial strategy are:

- Meeting the objectively assessed development needs of the city region.

- Achieving inclusive growth by ensuring that the benefits of economic growth are distributed

fairly across the city region, with opportunities for all, and helping to tackle deprivation and reduce the socio-economic imbalances that exist within the city region.

- Delivering improved health outcomes and quality of life for current and future generations.

- Tackling climate change and creating a cleaner, greener city region, through the delivery of buildings and infrastructure ready for a net zero carbon future by 2040.

- Delivering an ambitious regeneration strategy which seeks to maximise opportunities for brownfield development within urban areas, with high quality urban design and sensitive regeneration having the potential to support higher density development in appropriate urban locations.

- Focussing new development in Liverpool City Centre, the Inner Urban Area and the Wider Urban Area, building on existing concentrations of social and physical infrastructure, including green and blue infrastructure.

4.7 This spatial strategy does not set out a settlement hierarchy approach, as this is considered a more detailed

matter for Local Plans to consider. The SDS does however set out an indicative distribution of growth to provide certainty to residents and the development industry, and to plan for infrastructure provision. Liverpool City Centre, the Inner Urban Area and the Wider Urban Area will be the strategic priority for development.

4.8 The strategic employment sites including the LCR Freeport Sites and the LCR Life Sciences Investment Zone will play an important role in accommodating the requirements of a range of business sectors. Directing growth to these areas will help make the best use of land, support business and education agglomeration and clustering, and improve training, education and employment opportunities for all.

4.9 Urban regeneration will seek to build on, and expand, the existing regeneration programmes that have helped transform parts of the city region. Where appropriate and viable, the Combined Authority will work with partners to help remove obstacles facing strategic urban development sites.

4.10 Improved health outcomes and quality of life will be achieved by addressing issues of housing need, improving movement and connectivity around the city region; improving training and employment opportunities and improving access to services and the necessary infrastructure which helps create healthy lifestyles and a sense of place for everyone.

4.11 The Liverpool City Region constituent local authorities already have a significant amount of housing and employment land committed for development across the city region, with some of this land having been released from the Green Belt through the Local Plans. The current extent of the Green Belt in the city region and its detailed boundaries are defined in the adopted Local Plans.

4.12 As set out in Policies LCR SP1 - Strategic Housing Need and Distribution and LCR SP2 - Strategic Employment Land Need and Distribution, the existing supply of land (including both committed and non-committed sites) is expected to meet objectively assessed housing and employment development needs up to 2040. Therefore, the delivery of new homes and employment land does not require release of Green Belt land and exceptional circumstances do not exist to justify alteration of Green Belt boundaries for residential or employment development needs set out in this SDS.

Liverpool City Centre

4.13 As the economic, tourism and cultural heart of the city region, Liverpool City Centre (as identified in the Liverpool Local Plan) plays a critical role in the city region's prosperity and identity. Major office, retail, leisure, culture and tourism development will continue to be located here, and the City Centre will continue its essential role as the primary centre and major hub for key economic growth sectors as set out in the Policy above.

Inner Urban Area

4.14 Birkenhead and Bootle, well connected to the City Centre, both hold significant potential for transformative regeneration bringing lasting and wider benefits.

4.15 In the inner urban neighbourhoods, a key priority will be to attract new investment and employment opportunities, enhancing environmental quality and safer placemaking and delivering high quality new housing provision, in order to tackle the underlying problems of unemployment, social exclusion and physical decay.

Wider Urban Area

4.16 The focus in the Wider Urban Area will be the regeneration of towns, sustainable development of strategic housing and employment sites, strategic infrastructure projects and improving the vitality and viability of district and local centres.

4.17 The wider urban area is home to a diverse range of towns which vary in their history, size and the range of services they offer. These towns currently fulfil the most functions in their local authority areas. They are the most accessible by sustainable modes of transport, contain the most facilities and services and are therefore capable of supporting new growth.

4.18 In order to maintain town centre vitality and viability over the lifetime of the SDS, towns will need to respond to new forms of competition and changing customer behaviour by repurposing vacant retail floorspace for leisure, business, cultural, residential or community uses (for example, the creation of the health hub in Runcorn Shopping City). Policy LCR SP5 - City and Town Centres sets out the approach to planning for retail (and other main town centre uses) to ensure the long term vitality and viability of the LCR's network of town centres, consistent with national policy. Of the towns identified in the Spatial Strategy, for main town centre use planning purposes, Liverpool is a Tier 1 (National/Regional) centre; Birkenhead, Southport, St. Helens and Widnes are Tier 2 (City Regional) centres; and Bootle, Earlestown, Halton Lea, Huyton, Kirkby, Liscard, Prescot and Runcorn are Tier 3 Town centres.

4.19 The physical development opportunities identified in these towns hold significant potential to spread the sustainability benefits of regeneration more widely in each town, extending beyond the centre. As a priority, this spatial strategy seeks to complement and help deliver existing regeneration programmes and proposals in the towns providing a focus for funding and investment.

4.20 Other local and district centres with regeneration opportunities within the Wider Urban Area have been identified. New Ferry is an important local centre adjacent to the nationally significant Port Sunlight Village, which is also part of the wider transformational regeneration programme along the 'LeftBank' of the River Mersey. A devastating explosion in March 2017 caused substantial damage and destruction to commercial and residential properties in the centre with significant impact on the local community. There is an opportunity to transform the attractiveness and vitality of the area by introducing new uses to support the reconfiguration of its residential and commercial areas.

4.21 Crosby Village is a key district centre in Sefton. Here, there is an opportunity to improve local services, diversifying what the centre can offer including space for both independent and national retailers and develop a vibrant and exciting centre of community life.

4.22 It is expected that other centres across the city region could also be the focus of the regeneration over the lifetime of the SDS, as different investment and development proposals come forward.

Rural City Region

4.23 In the rural areas the focus will be on supporting growth and diversification in rural communities, enabling rural villages to grow, thrive and respond to local needs. Levels of growth should seek to respond to the local area, retaining the individual identity and character of settlements with regard to infrastructure and according with Local Plan policies.

Indicative Distribution of Development

4.24 This SDS does not make development allocations, however it sets out deliverable development requirements for housing and employment land for each constituent local authority, based on up-to-date evidence, and identifies sub-regionally significant development sites. The allocation of land to meet such needs will be made through existing Local Plans or other Development Plan Documents to be prepared by the constituent local authorities following adoption of this SDS.

4.25 The potential capacity of the spatial areas identified within the spatial strategy is set out below. This is based on the committed and pipeline supply identified in the LCR SHELS (2023) and illustrates how the spatial areas can contribute towards meeting the housing and employment land needs of the city region over the lifetime of the SDS.

Table 4.1 Indicative distribution of committed housing development 2021-2040

Spatial Area	Distribution of existing committed net housing supply (76,269 up to 2040)
City Centre and Inner Urban Area	41.7%
Wider Urban Area	57.3%
Rural City Region	0%

Strategic Sites

4.26 The Strategic Housing and Employment Sites identified in Policies LCR SP1 and LCR SP2 are sites capable of delivering significant development to meet the city region's strategic housing and employment requirements. The sites have been identified from a range of pre-existing sources including Local Plan allocations, Local Plan site assessment work and SHLAAs and Employment Land Reviews. As set out in Policies LCR SP1 and SP2 the deliverability of the housing and employment land supply will be kept under review during the SDS plan period.

Strategic Infrastructure

4.27 The draft Strategic Infrastructure Plan (SIP) (2023) identifies existing, funded, planned and aspirational strategic infrastructure that will be required to support the growth proposed in this SDS and deliver the priorities of the Combined Authority over the lifetime of the SDS. This policy alongside LCR SP4 will help support the timely delivery of strategic infrastructure required to enable growth.

The SDS Integrated Impact Assessment (IIA) (2023)

4.28 The supporting SDS IIA sets out alternative spatial approaches (reasonable alternatives) that were considered in the preparation of this SDS. The IIA is available to view here[4]:

Question 3

To what extent do you agree with this policy approach?
(1 - strongly disagree, 2 - somewhat disagree, 3 - neutral, 4 - somewhat agree, 5 - strongly agree)

Question 4

How could this policy be improved?

Question 5

Does the proposed Spatial Strategy for the city region through the identification of the spatial areas Liverpool City Centre, the Inner Urban Area, the Wider Urban Area and the Rural City Region, provide an appropriate approach to delivering sustainable development, in the context of the geography of the city region as a whole and in recognition of the strategic issues and opportunities present?

5. Spatial Priorities

5. SPATIAL PRIORITIES

5.1 The following draft 'Spatial Priorities' present proposed approaches to a range of planning matters with a spatial component considered important to the city region.

5.2 They aim to meet the SDS's Strategic Objectives, responding to the key issues faced in Liverpool City Region as identified by evidence and through feedback from previous public engagement. They also aim to help implement, deliver and support other Mayoral Combined Authority strategies, initiatives, and proposals as part of an integrated approach.

5.3 Presented are initial draft proposed policy approaches for the purposes of gaining feedback.

Call for Strategic Sites

5.4 In addition to seeking views on the suggested policy approaches, the Combined Authority is interested in understanding if there are any strategic sites or locations that should be considered for identification through this SDS (and potentially future SDSs). This includes possible strategic sites or locations for housing, economic development or green

infrastructure opportunities. Any sites or locations would be expected to help contribute towards meeting the SDS's objectives. As set out in the policy explanation below, existing Local Plan site allocations and sites in the pipeline are already being considered as part of the SDS housing and employment land supply.

Greystone bridge, Knowsley

Policy LCR SP1 - Strategic Housing Need and Distribution

1. A minimum of 83,600 net additional dwellings should be delivered in the Liverpool City Region over the period 2021-2040, or an annual average of around 4,400 net dwellings.

2. Liverpool City Region constituent local authorities should identify sufficient deliverable and developable sites and/or broad locations for their respective plan period, to meet the housing requirements in Table 5.1 below. Local authorities should work proactively with applicants to deliver sites that accord with the spatial strategy and relevant policies of this Plan and Local Plans.

3. The overall housing requirement will be met from the following sources:

   a) Strategic housing sites set out in Table 5.2 below;

   b) Local Plan housing allocations;

   c) Housing completions since 2021;

   d) Sites with planning permission[53];

   e) Developable sites without planning permission identified in local authorities (or any future Liverpool City Region) Strategic Housing Land Availability Assessment (SHLAA); and

   f) 'Windfall' development.

4. The indicative phasing of development is set out in Table 5.1.

5. Each local authority should maintain a sufficient supply of deliverable sites to provide for at least five years' worth of housing, plus an appropriate buffer in accordance with national policy.

6. Each local authority should monitor delivery rates within their area to ensure that delivery rates are maintained as anticipated in this Plan. This monitoring work will feed into the regular reviews of this Plan.

[53]Note this excludes those sites with planning permission identified as strategic housing sites in Table 5.2.

Table 5.1 *Distribution and Indicative Phasing of New Housing 2021-2040*

Local Authority	2021-2025	2025-2030	2030-2035	2035-2040	Total 2021 - 2040	Total average per annum 2021-2040 (for illustration purposes only)
Halton	1,400	1,750	1,750	1,351	6,251	329
	350 dpa	350 dpa	350 dpa	270 dpa		
Knowsley	1,800	1,868	1,295	1,295	6,258	329
	450 dpa	373 dpa	259 dpa	259 dpa		
Liverpool	6,956	8,695	9,585	10,920	36,156	1,902
	1,739 dpa	1,739 dpa	1,917 dpa	2,184 dpa		
Sefton	2,560	3,200	2,935	2,935	11, 630	612
	640 dpa	640 dpa	587 dpa	587 dpa		
St Helens	1,944	2,430	2,430	2,166	8,970	472
	486 dpa	486 dpa	486 dpa	433 dpa		
Wirral	3,340	4,175	4,175	3,920	15,610	821
	835 dpa	835 dpa	835 dpa	784 dpa		
LCR Totals	**18,000**	**22,118**	**22,170**	**22,587**	**84,875**	
LCR Average Per Annum	**4,500**	**4,424**	**4,434**	**4,517**	**4,460**	

Table 5.2 *LCR Strategic Housing Sites*

LCR REF	Site	Indicative capacity	Site area (ha)
SH1	Daresbury, Halton	1,476	75.9
SH2	Sandymoor, Halton	1,424	65.9
SH3	North East Widnes, Halton	1,155	56.3
SH4	Halebank, Halton	538	25.3
SH5	East of Halewood, Knowsley	2,035	56.1
SH6	South Whiston (Halsnead Garden Village), Knowsley	1,585	79.5
SH7	Cherryfield Drive, Knowsley	819	8.8
SH8	Land at Leeds St / Lanyork Road, Liverpool	742	0.8
SH9	Liverpool Waters, Liverpool	5,690	28.0
SH10	Scotland Rd/ Bevington Bush/Nicholas St, Liverpool	614	0.8
SH11	Former International Garden Festival Site, Liverpool	1,374	49.1
SH12	Brunswick Quay, Liverpool	552	1.0
SH13	Northern Dock, (Liverpool Waters) Liverpool	1,796	15.0

LCR REF	Site	Indicative capacity	Site area (ha)
SH14	Land at Aintree University Hospital, Liverpool	500	8.9
SH15	Freemasons Row, Liverpool	656	0.5
SH16	George St Development Area, Liverpool	1,008	1.5
SH17	Crowland Street, Sefton	500	25.8
SH18	East of Maghull, Sefton	1,807	85.8
SH19	Town Lane, Sefton	661	14.2
SH20	Land at Florida Farm, St. Helens	522	17.4
SH21	Bold Garden Village, St. Helens	690[54]	99.7
SH22	Garton's Lane, St. Helens	569	16.3
SH23	Cowley Hill, St. Helens	742[55]	31.1
SH24	Moss Nook, St. Helens	802	20.1
SH25	Land at Hind Street, Wirral	1,400	14.7
SH26	Wirral Waters, Wirral	3,234	12.7
SH27	Former D1 Oils Dock, Wirral	1,225	23.5
TOTAL		**34,377**	**834**

[54]Total indicative capacity is 2,988

[55]Total indicative capacity is 1,100

Objectives met

Climate Change and Environment

Health and Wellbeing

Placemaking, Communities and Housing

Social Value

Prosperous and Inclusive Economy

Map 5.1 *Strategic Housing Sites*

Strategic Housing Sites
Source: Local Planning Authority

SH17
SH19
SH18
Sefton
St Helens
SH7
SH14
SH23 SH20
Knowsley
SH24
Liverpool
SH13
SH9
SH10
SH26
SH15
SH21
SH8
SH22
SH16
SH6
SH25
SH12
SH11
SH3
Wirral
SH5
SH27
SH4
Halton
SH2 SH1

0   kilometres   10

North

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Note: This map is **diagrammatic** for accurate boundaries please consult the relevant Local Authority

Explanation

LCR Housing Requirement

5.5 Delivering high-quality homes that meet the city region's range of housing needs is a key driver of this Plan. For housing growth to be sustainable, it is vital that the scale and nature of future housing provision meets local needs as well as supporting the city region's wider economic, environmental, and social policy objectives.

5.6 The Liverpool City Region Strategic Housing Economic Development Needs Assessment (HEDNA) (2023)[4] provides up-to-date technical evidence to support this Plan. The HEDNA provides an 'objective assessment' of housing need, taking into account population and household projections, affordable housing needs and forecast economic growth.

5.7 Using the Government's Standard Method[56] , the HEDNA identifies a total Local Housing Need for the Liverpool City Region of 4,395 dwellings per year (83,505 dwellings over the 19-year period 2021 to 2040).
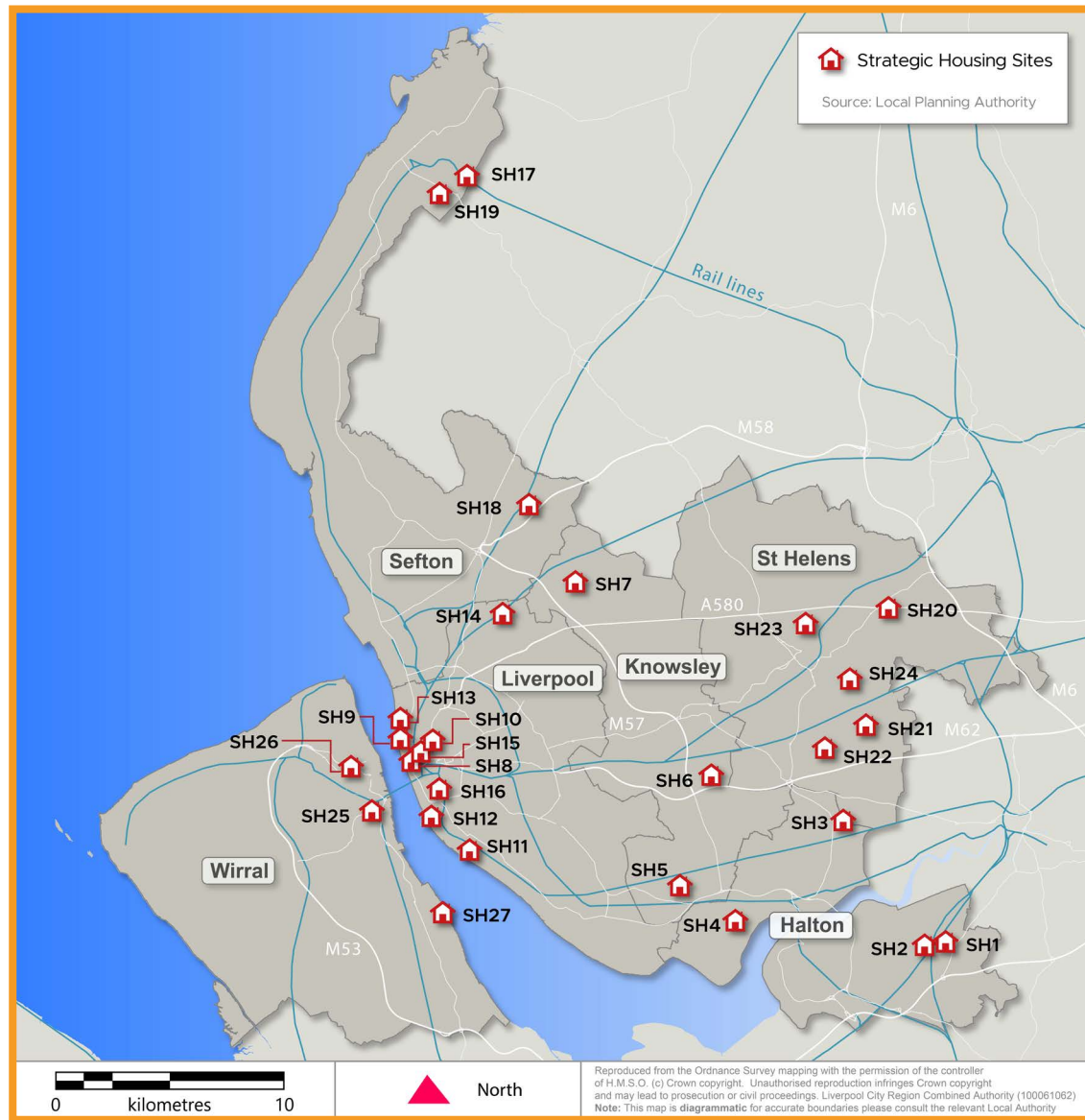
[56]The Government's Standard Method for determining local housing need provides the minimum number of homes that should be planned for each year in every local planning authority. It does not provide a housing requirement figure; this is the role of the plan-making process and is informed by land availability, site deliverability and environmental constraints. Further information on the Standard Method is available here: https://www.gov.uk/guidance/housing-and-economic-development-needs-assessments

5.8 National Planning Practice Guidance (PPG) on Housing and Economic Development Needs Assessments acknowledges that there will be circumstances where it is appropriate to consider whether actual housing need is likely to be higher than the Standard Method indicates; and in 'exceptional circumstances' whether the housing need is lower than indicated by the Standard Method. These issues are considered in the HEDNA, including whether economic growth points to higher housing need. When modelling likely housing need against economic forecasts and the growth potential of sub-regionally significant employment sites, the HEDNA points to a need for up to 4,036 homes per year across the city region. This is lower than the Local Housing Need calculated through the Standard Method and therefore there is currently no justification for any upwards adjustment of the housing requirement above the minimum LCR Local Housing Need to meet economic growth needs.

5.9 The HEDNA also assesses recent demographic trends, including information from the 2021 Census and evidence on affordable housing needs. Recent demographic projections prepared as part of the HEDNA indicate household growth of 3,878 homes a year across the city region, which when an affordability uplift is applied generate a Liverpool City Region housing need for 4,198 dwellings per year. At the city region level, this is below Local Housing Need calculated using the Standard Method, thereby illustrating that the level of growth implied by the Standard Method is sufficient to accommodate demographic growth and support affordability improvements.

5.10 In accordance with the NPPF and the PPG, the housing requirement set out in this SDS (4,400 dwellings per year) exceeds the sum total of the Local Housing Need for each local authority within the city region when using the Government's Standard Method for calculating Local Housing Need. It is recognised that through the course of the SDS plan-making process, Local Housing Need under the Standard Method will fluctuate as new household projections and affordability data is released. The appropriateness of the housing requirement set out in this Plan, including the distribution of housing need across the city region, will be re-examined in line with any updates to the Standard Method or national planning policy as the SDS progresses.

5.11 The housing requirement identified in this SDS is a minimum housing requirement and the LCR local planning authorities can plan for higher levels of housing growth if this accords with Local Plan policies. The housing requirement is net of (i.e., in addition to) dwellings required to replace any demolition losses that may take place during the plan period. As it is an annual average over the 2021-2040 period it can be expected that variations in delivery at the Liverpool City Region and individual local authority scale over this period will occur.

Residual Housing Need

Table 5.3 *Residual Housing Land Requirement 2021-2040*

Housing Requirements	Number of dwellings
Liverpool City Region housing requirement (19 years from 1 Apr 2021 to 31 Mar 2040) at average of 4400 per year	83,600
Net completions (from 1 Apr 2021 to 31 March 2022)	4,616
Residual requirement over SDS plan period from 1 April 2021 to 31 March 2040	78,984

Distribution of Housing Need and Housing Land Supply

5.12 The housing policy approach set out in this policy does not start with a blank canvas; it is informed by the Spatial Strategy set out in Policy LCR SS1 and the various Local Plans, Development Plan Documents and strategies of the LCR constituent local authorities who have a key role in delivering future housing growth across the city region. The distribution of housing need set out in this policy is also informed by the developable housing land supply set out in existing Local Plans and their supporting evidence base.

5.13 The Liverpool City Region Strategic Housing and Employment Land Study (SHELS) (2023)[4] sets out the baseline supply position of land for housing and employment across the city region as of 1st April 2021. The position for housing takes account of 'committed' sites. Committed sites are sites with planning permission, sites with a resolution to grant planning permission and sites which are allocated in Local Plans or are proposed for allocation in draft Local Plans at an advanced stage. In the context of housing, it also takes into account small site contributions and windfall allowances. The SHELS identifies a land supply of 76,269 homes over the period from 1st April 2021 to 31st March 2040 (equal to an average of 4,002 per annum) and 77,225 homes up to 2041[57]. The SHELS Liverpool City Region indicative housing trajectory is presented below in Figure 5.1. Further work and analysis will be undertaken in relation to the phasing of housing supply as the SDS progresses.

[57]It is noted that some authorities apply non-implementation rates to sites with planning permission as well as allocated sites and final supply figures will be reduced marginally as a result.

Figure 5.1 *LCR SHELS Indicative Housing Trajectory, 2021-2040*
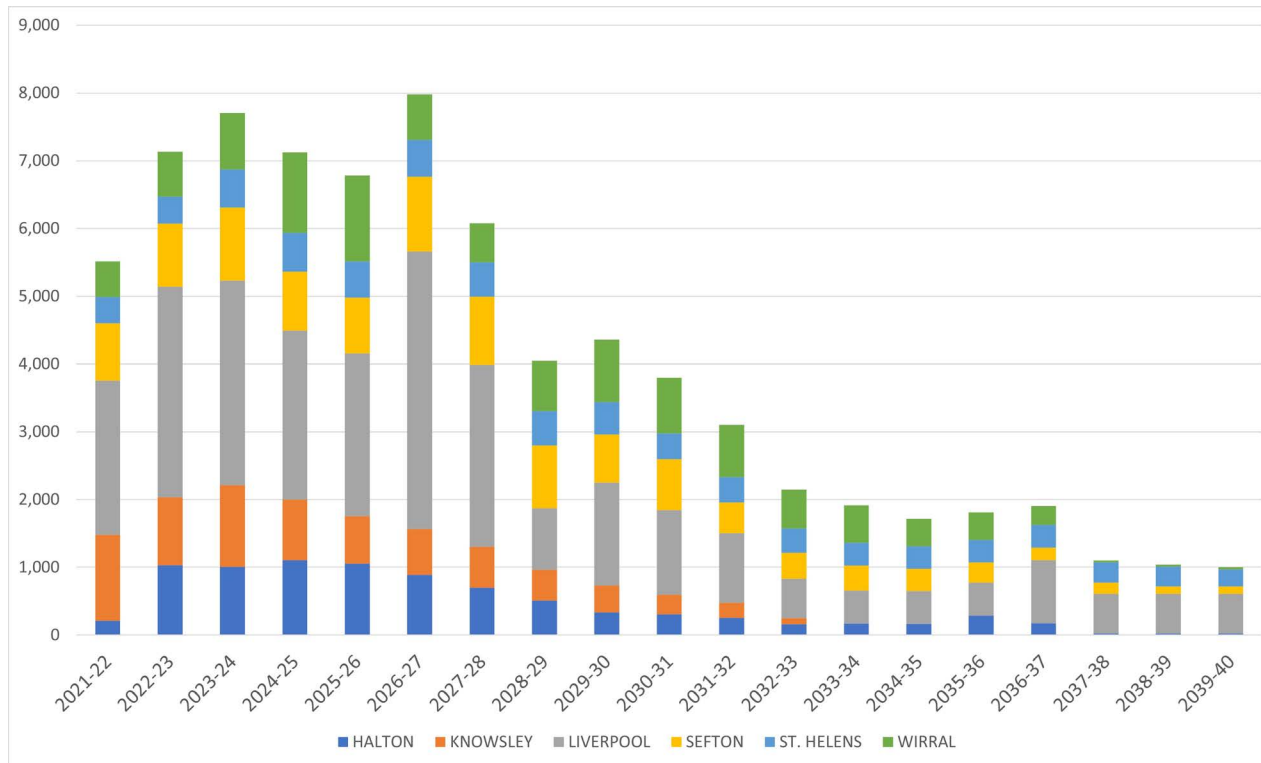
Source: LCR SHELS (2023)

Table 5.4 *LCR Committed Housing Supply 2021-2040 by Local Authority Area (dwellings)*

	Halton	Knowsley	Liverpool	Sefton	St Helens	Wirral	LCR
Committed housing supply (to 2040)	8,402	7,820	29,524	11,457	7,781	11,285	76,269

Source: LCR SHELS (2023)

5.14 As well as the 'committed' supply presented in the SHELS and set out above in Figure 5.1 and Table 5.4, there is also the potential over the SDS plan period for housing development to come forward on 'non-committed' sites. These are sites that have the potential for housing development and have been identified in the constituent local authorities most recent housing evidence base documents. These sites are not allocations or proposed allocations in existing or emerging Local Plans and they do not have planning permission or a resolution to grant planning permission. These sites include sites that have previously benefited from a planning permission but which have since expired, known vacant and derelict land, surplus public sector land, vacant buildings potentially suitable for conversion, land in non-residential use which may have redevelopment potential and other sites identified from visual surveys/site visits and local knowledge.

5.15 A headline review of the constituent local authorities SHLAAs and other housing evidence base documents (discounting the committed supply) has identified the potential for a non-committed supply of around 25,080 dwellings. An indicative and high-level breakdown of this supply is set out in Table 5.5 below. As the SDS progresses further work will be undertaken to consider the deliverability of this supply and the potential for these sites to help meet future city region housing needs. The use of a non-delivery discount when calculating the city region housing supply position will be considered.

Table 5.5 *LCR Indicative Potential Non-Committed Housing Supply 2021-2040*[58]

LCR Local Authority	Potential Indicative Non-Committed Supply (dwellings)
Halton	692
Knowsley	161
Liverpool	15,969
Sefton	2,952
St Helens	1,665
Wirral	2,069
LCR Total	25,080

[58]These figures are indicative only as they are based on a headline assessment of the LCR local authority's housing evidence base documents in summer 2023.

5.16 A Call for Strategic Sites is also being undertaken as part of this engagement. This Call for Strategic Sites exercise will help identify any other potential housing sites for further consideration additional to the committed and potential non -committed supply referred to above.

Five year housing land supply

Table 5.6 *Five Year Supply*

SDS 5 Year Housing Supply Requirement (dwellings)	
SDS Annual Housing Requirement	4,400
SDS Housing Requirement 2021- 2040 (4400 x19)	83,600
Net completions 2021-2022	4,616
SDS Residual Housing Requirement 2022-2040 (83, 600 – 4, 616)	78,984
SDS Residual Annual Housing Requirement 2022-2040 (78, 984/18)	4,388
SDS Housing Requirement 2022 – 2027 (4388 x 5)	21,940
SDS Housing Requirement 2022 – 2027 (5% buffer applied / 1097 dwellings)	23,037
Annualised housing requirement (23, 037/5)	4,607

5.17 The NPPF requires local planning authorities to identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirements with an additional buffer of 5%, 10% or 20% depending on local circumstances. A Liverpool City Region 5 Year Housing Supply requirement of 4,607 dwellings has been calculated for the time period 1st April 2022 to 31st March 2027, based on the housing need set out in this policy. The SHELS and recent constituent local authorities housing evidence base documents indicate that there is in excess of a 5-year housing supply across the city region for the 2022-2027 time period.

Strategic Housing Sites

5.18 A range of sites will need to come forward that holistically will meet the city region's housing needs. These will range from smaller sites delivering a limited individual quantum of units, to larger sites such as the strategic sites that will deliver much more units.

5.19 This policy identifies strategic housing sites which are considered critical to the delivery of the Plan. The strategic housing sites have been defined having regard to legislation[59] which is clear that large scale

[59]The Liverpool City Region Combined Authority (Functions and Amendment) Order 2017

developments are ones which include the provision of more than 500 homes or occupy more than 10 hectares of land. The approach has been to identify one individual site or a cluster of sites in close proximity.

5.20 The SDS focuses only on strategic sites and as such, the local planning authorities will continue to have a vital role in allocating and identifying in their Local Plans a range of sites of different sizes to meet housing needs.

Monitoring and Delivery

5.21 The Combined Authority is required to undertake a review of the SDS to assess whether the SDS needs updating at least once every five years from adoption of the SDS. NPPF Paragraph 33 specifically sets out that relevant strategic policies will need updating at least once every five years if their applicable local housing need figure has changed significantly; and they are likely to require earlier review if local housing need is expected to change significantly in the near future.

5.22 Regular monitoring of housing delivery at both the Combined Authority and local authority level including the performance of the constituent local authorities against

the Housing Delivery Test (or any other successor), will inform regular reviews of the SDS over the plan period. Any future reviews of the SDS will include consideration of the appropriateness and effectiveness of the housing need and distribution set out in this policy.

Question 6

To ensure that enough homes are provided across Liverpool City Region over the plan period, which approach should the SDS look to adopt? Are there any other options that should be considered? Please explain your answer and reference supporting evidence to justify your response.

Approach a – Set a housing requirement that mirrors the city region's Local Housing Need calculated using the standard method?

Approach b – Set a housing requirement higher than the city region's Local Housing Need calculated using the standard method?

Question 7

**To what extent do you agree with this policy approach?
(1 - strongly disagree, 2 - somewhat disagree, 3 - neutral, 4 - somewhat agree, 5 - strongly agree)**

Question 8

How could this policy be improved?

Policy LCR SP2 - Strategic Employment Land Need and Distribution

1. Within the Liverpool City Region over the period 2021-2040 provision should be made for the following amount of employment land:

   a) General industrial (B2 uses) - a minimum of 521ha

   b) Office and research and development (use class E (g) (iii)) uses – a minimum of 281,600 sq.m

   c) Strategic B8 storage and distribution uses – 293 - 343ha

2. Liverpool City Region constituent local authorities should identify sufficient developable sites and/or broad locations for their respective plan period, to meet the employment land and floorspace requirements set in tables 5.7 – 5.8 below.

3. Strategic employment sites are set out in table 5.9 below. These sites should be protected for employment use in accordance with national and local policy. Development proposals within or adjacent to strategic employment sites should not compromise the integrity or effectiveness of these locations in accommodating employment activities and their ability to operate on a 24-hour basis where appropriate.

4. The successful delivery of the Liverpool City Region Freeport Sites, Liverpool City Region Life Sciences Investment Zone and any other subsequent flagship Government economic initiatives will be promoted and supported by the Combined Authority. The Combined Authority will work alongside local authorities, national government and relevant partners and agencies to maximise the significant and additional benefits these sites and initiatives bring to the city region and nationally.

5. The retention, enhancement and provision of strategic B8 capacity should be prioritised firstly in locations that have potential for the transport of goods by rail and/or water transport and secondly in locations that are accessible to the strategic road network.

6. Liverpool City Region constituent local authorities should adopt a flexible and responsive approach to economic sectors showing growth potential over the SDS plan period, subject to development proposals complying with relevant policies of this SDS and local policy.

7. The Liverpool City Region constituent local authorities should monitor the supply of employment land and floorspace, taking into account the findings of strategic and local employment land reviews to ensure that there continues to be a sufficient supply of employment land and floorspace available, in the right locations, and of the right quality, and should take action as necessary to ensure that supply is maintained as anticipated in this Plan.

Table 5.7 *Minimum Employment land required for general industrial uses over the period 2021 to 2040*

Local Authority	General Industrial Employment Land Requirement (Hectares)
Halton	95.9
Knowsley	107.0
Liverpool	123.7
Sefton	42.3
St Helens	111.5
Wirral	40.3
LCR Total	**520.7**

Table 5.8 *Minimum employment land required for office and research and development uses over the period 2021 to 2040*

Local Authority	General Industrial Employment Land Requirement (Hectares)	Floorspace Requirement for Research and Development (sq.m)
Halton	8,200	8,700
Knowsley	28,300	9,200
Liverpool	129,000	53,200
Sefton	2,900	3,800
St Helens	9,400	3,400
Wirral	17,300	8,200
LCR Total	**195, 100**	**86, 500**

Table 5.9 *Liverpool City Region Strategic Employment Sites*

LCR SDS Ref	Site	Indicative Site Area (Hectares)
SE1	The Heath Business Park, Halton	0.5
SE2	Sci-Tech Daresbury, Halton	18.2
SE3	West Runcorn (incl. Ineos, INOVYN), Halton[61]	N/A
SE4	3MG, Halton	78
SE5	Knowsley Industrial and Business Parks, Knowsley	60.03
SE6	Jaguar Land Rover, Knowsley	0.46
SE7	Land South of M62, Knowsley	22.51
SE8	CBD, Liverpool	2.89
SE9	Knowledge Quarter, Liverpool	N/A
SE10	Atlantic Business Park, Sefton	16.8
SE11	East of Maghull, Sefton	17.1
SE12	Omega South, St. Helens	12.39
SE13	Parkside[62] (East), St. Helens	64.55
SE14	Parkside (West), St. Helens	79.75
SE15	Haydock Industrial Estate, St. Helens	28.33
SE16	Glass Futures	1.64
SE17	Northside, Wirral	13.11
SE18	Wirral Waters, Wirral	22.37

[61]Opportunities for complimentary employment uses are expected to come forward over the lifetime of the SDS, following consolidation of some of the existing employment facilities due to advancements in production processes.

[62]Note as set out in St Helens Local Plan Policy LPA03, Parkside East site has a gross area of approximately 125ha, of which at least 60ha is reserved for development of a Strategic Rail Freight Interchange or other rail enabled use (see St Helens Local Plan Policy LPA09). The indicative site area of 64.55ha represents the remainder of the site which may be developed for a wider range of employment.

Objectives met

Climate Change and Environment	Prosperous and Inclusive Economy
Social Value	Health and Wellbeing

Wirral Waters, Wirral

Map 5.2 *Strategic Employment Sites*

Strategic Employment Site Broad Location

Southport

Rail lines

M6

M58

M6

East of Maghull

Kirkby

Atlantic Business Park

A580

Haydock Ind Estate

Knowsley Industrial and Business Parks

St. Helens

Earlestown

Parkside East

Bootle

M57

Glass Futures

Parkside West

Liscard

Northside

CBD

Liverpool

Prescot

Wirral Waters

Moreton

Birkenhead

Knowledge Quarter

Huyton

M62

Omega South

West Kirby

Land South of M62

M53

Widnes

Heswall

Jaguar Land Rover

3MG

Runcorn

Sci-Tech Daresbury

Halton Lea

West Runcorn

The Heath Business Park

M56

0   kilometres   10

▲ North

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Explanation

Liverpool City Region Plan for Prosperity (2022)

5.23 The Liverpool City Region Plan for Prosperity (2022) provides the framework for the Combined Authority's future economic priorities and investment decisions up to 2035. The vision is to deliver a fairer, stronger, cleaner Liverpool City Region with a particular focus on three priority economic clusters: advanced manufacturing, health and life sciences, and digital and creative. Building on the platform set in the Plan for Prosperity, the Combined Authority is also currently preparing an Economic Opportunities Framework which will develop the economic value proposition of the three growth priority clusters with an ultimate objective being to unlock growth at scale.

5.24 A major part of delivering the Plan for Prosperity and creating a stronger and more sustainable economy, will be the provision of the right amount and type of employment land.

'Employment land' in this instance refers to those uses falling within offices and light industrial (use class E (g) (iii)) industrial and manufacturing (use class B2) and warehousing and distribution (use class B8) also referred to as logistics.

National Planning Policy

5.25 As well as being a key driver in the delivery of the Plan for Prosperity, this policy alongside Policies LCR SS1 and DP3, seeks to meet the requirements of NPPF paragraphs 81 and 82, which require planning policies to set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth. Planning policies are also required to set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period. Planning policies should also address the specific locational requirements of different sectors, making provision for clusters or networks of knowledge and data-driven, creative or high technology industries, and for storage and distribution operations at a variety of scales and in suitably accessible locations.

5.26 This policy seeks to embrace the opportunities of devolution through supporting the delivery and maximising the potential of the LCR Freeport sites – Parkside, 3MG and Wirral Waters, the LCR Life Sciences Investment Zone and any other future Government economic initiatives which offer the potential for significant investment and employment opportunities in the city region.

5.27 NPPF paragraph 20 requires strategic policies to make sufficient provision for employment development and to provide a clear strategy for bringing sufficient land forward, at a sufficient rate, to address objectively assessed needs over the SDS plan period.

Employment Land Needs

5.28 The Liverpool City Region Strategic Housing Economic Development Needs Assessment (HEDNA) (2023)[4] provides up-to-date technical evidence to support this SDS. The HEDNA provides an 'objective assessment' of employment land need across the city region.

5.29 The HEDNA identifies objectively assessed need for employment land on the basis of historic trends and the need for a 5-year buffer to ensure choice and flexibility. It identifies an employment land objectively assessed need across the LCR for general industrial uses of 521ha, and for office and research and development uses of 281, 600 sqm from 2021 up to 2040.

5.30 The employment land requirements set out in this policy are minimum requirements. The LCR constituent local authorities can plan for higher levels of employment land growth if this accords with Local Plan policies.

5.31 The HEDNA[4] indicates that some employment land is being lost to other uses through redevelopment of employment sites such as retail and residential (for example, 6.7ha in Wirral and 3.7ha in St Helens has been lost between 2016-2022). The loss of employment land should be monitored by the constituent local authorities and the potential need for employment land provision to support business relocations should be considered in local employment land studies.

Office and Research and Development Floorspace

5.32 The HEDNA considers that over the lifetime of the SDS, net changes in floorspace for office and research and development are likely to be negative overall, having regard to the impact of changing working patterns and the loss of older, poorer stock. However, the HEDNA indicates that the quality of stock is weak and there is a strong case for seeking to deliver new office floorspace where it is viable to do so to meet modern business needs.

5.33 The HEDNA suggests that the market is expected to increasingly orientate towards high quality office stock in attractive locations and therefore new office and research and development uses can be expected to be focused in higher quality locations, in particular Liverpool City Centre, but also potentially other town centres and selected high quality business parks such as Sci-Tech Daresbury.

5.34 Local authorities' employment land reviews should consider identifying the office and research and development stock that should be protected.

Strategic B8 – Warehousing and Distribution Land Needs

5.35 The [Liverpool City Region Strategic Housing Economic Development Needs Assessment (HEDNA) Strategic B8 Land Use Forecasts Paper (2023)[4]](#) provides land-use forecasts for strategic B8 development (comprising warehouse and distribution units of over 9,000 sq.m) across the city region up to 2040. The Paper indicates that there is a strong market for strategic warehousing and distribution development in the city region, with the city region playing a key role in the supply of strategic B8 floorspace in the wider region, with just over 1.7 million square metres of large-scale warehouse floor space located in the city region (MDS Transmodal warehouse database 2021), with this representing around 21% of the North West regional total.

5.36 In calculating a land-use forecast the Paper considers the need to build new large-scale warehousing as a replacement for existing capacity which, over time, becomes life-expired due to functional or physical obsolescence, as well as the long-term growth in the demand for goods in the wider economy and the subsequent need for additional floor space in order to accommodate that growth.

5.37 The Strategic B8 Land Use Forecasts Paper identifies a city region need for 293-343ha of land for strategic B8 use from 2021 to 2040. This includes a five-year buffer to provide for a level of choice and competition in the market.

5.38 The Strategic B8 Land Use Forecasts Paper provides analysis of the existing pipeline supply of land for strategic B8 across the city region up to 2040 (as at Spring 2023). A pipeline supply of around 449 ha of land is identified. However, if as recommended in the Strategic B8 Land Use Forecasts Paper, a 20% discount is applied to the supply position, on the basis that of potential sites that could accommodate strategic B8, 20% might be developed for a manufacturing use and/or smaller B8 or other types of employment uses, the pipeline supply reduces to around 359ha. A potential contribution of 60 ha of land from the recycling of existing sites is also identified which results in an identified total supply of 419ha. This supply exceeds the identified need to 2040 of 293-343ha. Based on the findings of the Strategic B8 Land Use Forecasts Paper, there does not appear to be a need to identify further land at the current time for strategic B8 development across the city region over and above those sites already in the planning pipeline (which includes some of the strategic employment sites identified in this policy) and when allowing for the recycling of existing sites.

Table 5.10 *Pipeline LCR Strategic B8 Supply Position 2021-2040 (at spring 2023)*

LCR Pipeline supply (at spring 2023)	449 ha
Pipeline supply once discount of 20% for non-B8 uses is applied	359 ha
Recycling of existing sites	60 ha
Total Pipeline Strategic B8 Supply	**419 ha**

Source: Liverpool City Region Strategic Housing Economic Development Needs Assessment, Strategic B8 Land Use Forecasts Paper 2023

Table 5.11 *LCR Strategic B8 Pipeline Sites 2021- 2040 (at spring 2023)*

LCR Local Authority	Site Name	Gross Site Size (ha)[63] (B8 report floorspace)	Site Reference (where applicable)
Knowsley	Former Sonae Tafibra Site Moss Lane Kirkby Knowsley L33 7XQ	15 ha	Planning application: 20/00124/NMA
Knowsley	Land South of M62 - Local Plan Allocation (Former Site Of Cronton Colliery Cronton Road Halsnead Garden Village Knowsley L35 1QR) Symmetry Park, Merseyside (Site is under construction and contributes to floorspace supply from 2021 base date (net floorspace 92,903 sq.m))	-	Planning application: 20/00494/HYB
Liverpool	Estuary Business Park, Plot 2B (Estuary Prime) (Contributes to floorspace supply from 2021 base date (net floorspace 14,000 sq.m)).	-	Planning application: 22F/3047 & 18O/1812
Liverpool	Speke 200, Speke Hall Road, L24 1UU	4 ha	Site is located within a key employment area identified in the Liverpool Local Plan
Sefton	Land East of Maghull	10 ha	Local Plan mixed-use allocation MN2.47
Sefton	Remaining available area of Atlantic Industrial Complex Dunnings Bridge Road Netherton L30 4UZ ('Atlantic Park')	21 ha	Local Plan allocation MN2.48a
Sefton	Santander Site, next to Atlantic Park, Sefton	9 ha	Local Plan allocation MN2.48b

[63]Note, sites without a site area in the 'Gross Site Size' column are not counted in the pipeline land supply but are counted separately in the Strategic B8 Land Use Forecasts Paper 2023 as contributing to floorspace supply from the 2021 base date.

LCR Local Authority	Site Name	Gross Site Size (ha)[63] (B8 report floorspace)	Site Reference (where applicable)
St Helens	Land Site of former Parkside Colliery (Parkside West PP1), Winwick Road, Newton Le Willows	48 ha	Planning application: P/2018/0048
St Helens	Parkside West PP2, Newton-le-Willows	43 ha	Local Plan allocation 8EA
St Helens	Land to the North of Penny lane and M6 Motorway, Penny Lane, Haydock, St Helens (Haydock Green)	12 ha	Planning application: P/2018/0476/RES and P/2022/0483/FUL
St Helens	Parkside East, Newton-le-Willows	125 ha[64]	Local Plan allocation 7EA
St Helens	Land to West of Millfield Lane, South of Liverpool Road and West of Clipsley Road, Haydock	21 ha	Local Plan allocation 6EA
St Helens	Omega South Extension (additional development beyond that agreed to be meeting Warrington Borough Council's needs in the St Helens Local Plan. 75 ha scheme of which the Local Plan allocates 31.22ha to meet Warrington's needs)	44 ha	Planning application: P/2020/0061
Halton	Widnes 400 Building, Gorsey Point, Mersey Gateway *(Site is built out and let but contributes to floorspace supply from 2021 base date (net floorspace 36,464 sq.m)).*	-	Planning application: 19/00240/FUL

[64]Note as set out in St Helens Local Plan Policy LPA03, Parkside East site has a gross area of approximately 125ha, of which at least 60ha is reserved for development of a Strategic Rail Freight Interchange or other rail enabled use (see St Helens Local Plan Policy LPA09). A further 5.58ha of land is included (to the west of the M6) to facilitate the provision of rail access to the site from the north.

LCR Local Authority	Site Name	Gross Site Size (ha)[63] (B8 report floorspace)	Site Reference (where applicable)
Halton	Widnes 258, Gorsey Point, Mersey Gateway (Site is under construction but contributes to floorspace supply from 2021 base date (net floorspace 23,922 sq.m))	-	Planning application: 20/00238/FUL
Halton	Land north of Six Acre Lane	11 ha	Local Plan allocation E24
Halton	Moss Lane Nursery	9 ha	Local Plan allocation E25
Halton	St. Michaels	20 ha	Local Plan allocation E21
Halton	3MG (West)	13 ha	Local Plan allocation E23
Halton	3MG (West) Land north of Ditton Junction	10 ha	Local Plan allocation E22
Halton	Eastern most section of 3MG	35 ha	Local Plan allocation E26
Total LCR Strategic B8 Supply		**449 ha**	

Source: Liverpool City Region Strategic Housing Economic Development Needs Assessment, Strategic B8 Land Use Forecasts Paper 2023

5.39 The land supply position set out in table 5.11 above and identified in the Strategic B8 Land Use Forecast Paper will continue to be kept under review over the SDS plan period.

5.40 The HEDNA states that the need identified for strategic B8 developments in the Strategic B8 Land Use Forecast Paper up to 2040 (293-343ha) overlaps with, and essentially forms part of, the industrial land needs identified in the HEDNA (521ha up to 2040). This is because previous B8 delivery is captured in the completions / historic trends methodology utilised in the HEDNA for identifying industrial needs. This will need to be considered by the constituent local authorities when considering employment land supply and future Local Plan employment land allocations.

Employment Land Supply

5.41 The [Liverpool City Region Strategic Housing and Employment Land Study (SHELS) (2023)](#)[4] sets out the baseline supply position of land for employment across the City Region as of 1st April 2021. The SHELS identifies a total of 749 ha of employment land in the pipeline either committed or allocated in the LCR Local Plans. The majority of this is identified in St Helens, Knowsley and Halton,

accounting for around 71% (28%, 23% and 20% respectively) of the city region's employment by site area. A large proportion of the committed supply is planned for mixed-B class uses, with almost all employment land supply in Halton, St. Helens and Wirral for mixed-B class use (accounting for a total of 100 ha, 196 ha and 65 ha respectively). In Knowsley, 77 ha of employment land is committed for B8 distribution specifically.

5.42 The pipeline of employment sites identified in the SHELS is collectively sufficient to meet the identified future employment land needs up to 2040. Figure 5.2 below illustrates the current identified supply for each LCR LPA set out in the SHELS.

Figure 5.2 *SHELS LCR Employment Land Supply, 2021 – 2040 (hectares)*
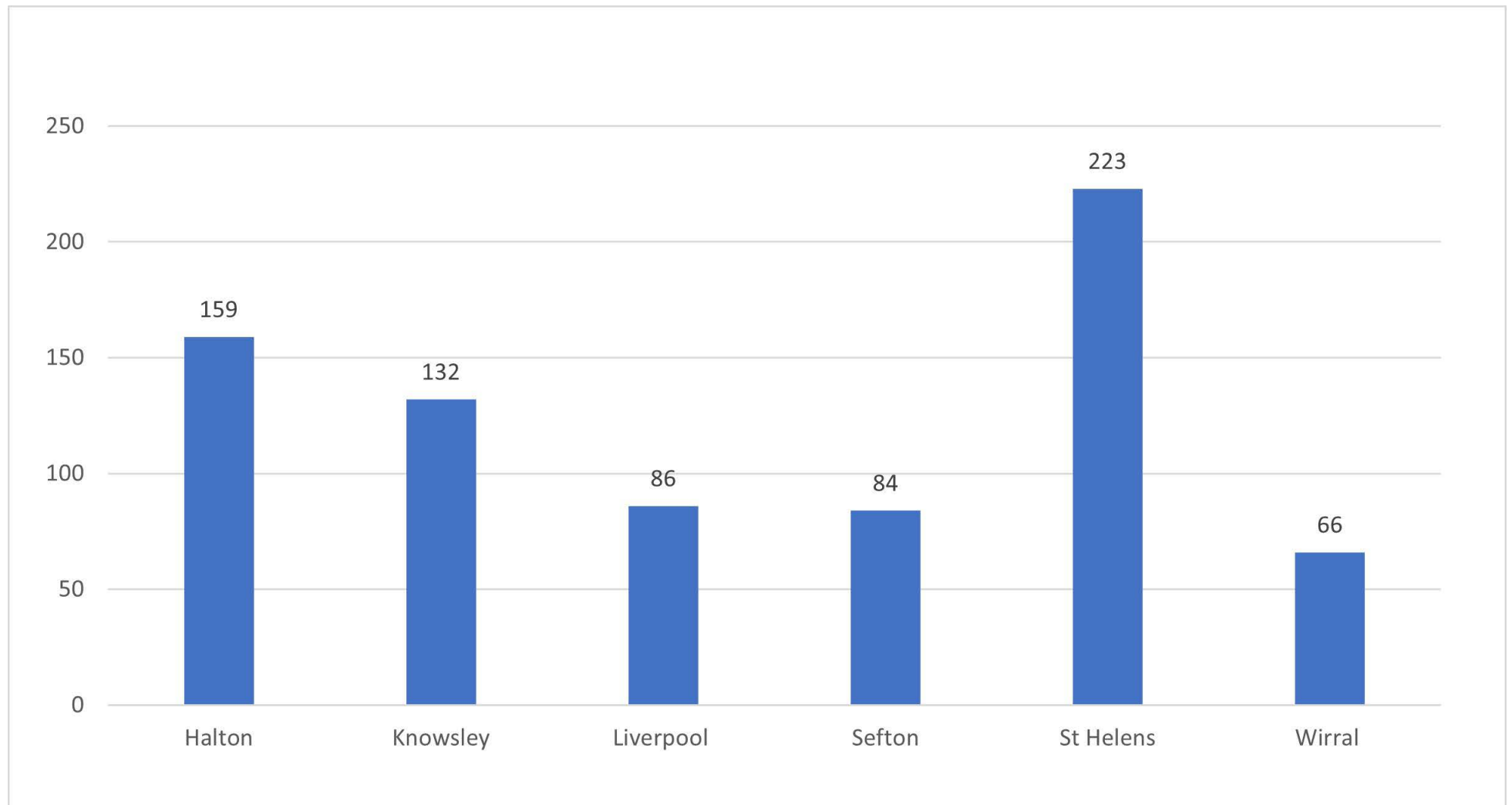
Note: due to rounding, there is a minor discrepancy between the stated total and the totals shown in the figure.

Strategic Employment Sites

5.43 The future provision of strategic employment sites and premises will provide a critical part of the infrastructure to underpin the city region's economy and its future growth. This Policy identifies strategic employment sites which are considered vital to the delivery of the Plan. The strategic employment sites have been identified having regard to legislation[65] which indicates that large scale developments comprise buildings with a total floorspace of more than 30,000 sq. m (3ha). However, it is also considered appropriate to acknowledge that a small number of employment sites fall outside of this threshold but remain strategically significant to the city region. As a result, the selection of strategic employment sites has also taken account of (where relevant):

- The Liverpool City Region HEDNA[4] 2023 which defines large scale B8 warehousing as over 9,000 sq. m.

- LCR Plan for Prosperity;

- LCR Innovation Prospectus; and

- Employment sites identified for strategic funding support.

5.44 A range of sites will need to come forward that will collectively meet the city region's employment land needs. These will range from smaller sites delivering small to medium employment premises, to larger sites such as some of the strategic sites that will deliver much larger premises units. The SDS focuses only on strategic sites, and as such, the constituent local authorities will continue to have a vital role in allocating and identifying in their Local Plans a range of sites of different sizes to meet employment needs.

5.45 The protection of the strategic employment sites for employment use will be vital for the growth of the city region economy, creating additional GVA and employment opportunities. The protection and support for further investment of the existing and potential rail-connected employment sites (3MG, Parkside East and the Port of Liverpool) is also key to achieving both national and city region climate change and decarbonisation targets, including the Combined Authority's commitment to achieve net zero carbon by 2040. When allocating new employment sites the LCR constituent local authorities should consider if potential strategic sites would be capable of being served by an adequate grid supply or hydrogen or other alternative fuels, given the Government's pledge for zero-emissions HGVs by 2040.

5.46 For those employment sites / areas that have been identified as strategic due to their existing and/or potential future role in delivering the aims and objectives of the LCR Plan for Prosperity and the LCR Innovation Prospectus, such as CBD (SE8) and Knowledge Quarter (SE9), and not necessarily on the basis of land for new employment development being available at a strategic scale, it is recognised that there is currently a mix of uses supporting and complementing employment uses in these areas and this should continue to be supported in accordance with Local Plan policies.

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[65]The Liverpool City Region Combined Authority (Functions and Amendment) Order 2017, S.I. 2017/430

Monitoring and Delivery

5.47 The Combined Authority will undertake a review of the SDS to assess whether the SDS needs updating at least once every five years from adoption. Regular monitoring of employment land delivery at both the CA and local authority level will inform regular reviews of this Plan over the SDS plan period. Any future reviews of the SDS will include consideration of the appropriateness and effectiveness of the employment land need and distribution set out in this policy.

Hamilton Square, Wirral

Policy LCR SP3 - Brownfield Deliverability and Regeneration

1. The use of suitable previously developed/brownfield land will be prioritised to meet development needs. Key measures to support and maximise delivery on brownfield land will include:

   a) Proactive use of Brownfield Land Registers;

   b) Pursuing opportunities for coordinated effective and efficient use of public sector brownfield assets for development including through the Liverpool City Region One Public Estate Partnership;

   c) Utilising Combined Authority funding including the Strategic Investment Fund (SIF), as well as national funding including the Brownfield Land Fund, One Public Estate Brownfield Land Release Fund and other external sources.

2. To support and promote regeneration, high priority should be given to the sustainable development of brownfield land that is well connected by planned and existing public transport and active travel routes, particularly in and surrounding urban centres and in areas of significant deprivation.

Objectives met

Climate Change and Environment

Prosperous and Inclusive Economy

Placemaking, Communities and Housing

Social Value

Map 5.3 *Brownfield land and Regeneration Areas*

LCR-CA Area

Area in the most deprived decile (Ranked in bottom 10%)
Source: English IMD 2019

Built Up Areas

Source: ONS 2022

Brownfield Site

Source: Brownfield Land Registry 2022

Approximately 2/3s of Brownfield sites are inside the most deprived areas

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Note: This map is **diagrammatic** for accurate boundaries please consult the relevant Local Authority

0   kilometres   10

North

Explanation

5.48 The need to make as much use as possible of previously developed or 'brownfield' land when planning to accommodate new homes and other uses is outlined in national planning policy. In the LCR, the Metro Mayor and Combined Authority are committed to prioritising the development of brownfield land in recognition of the multiple benefits this can achieve. These benefits include making use of existing infrastructure and services, stimulating regeneration, tackling dereliction, and minimising pressure on greenfield land.

5.49 It is also important to recognise that there can be significant issues associated with the development of brownfield land. In the city region these often include existing market conditions (such as low sales values), the need for new/replacement infrastructure, and the need for costly land decontamination and remediation before new uses such as housing can be introduced. Commercial/economic viability is therefore a key consideration in the developability and deliverability of brownfield sites.
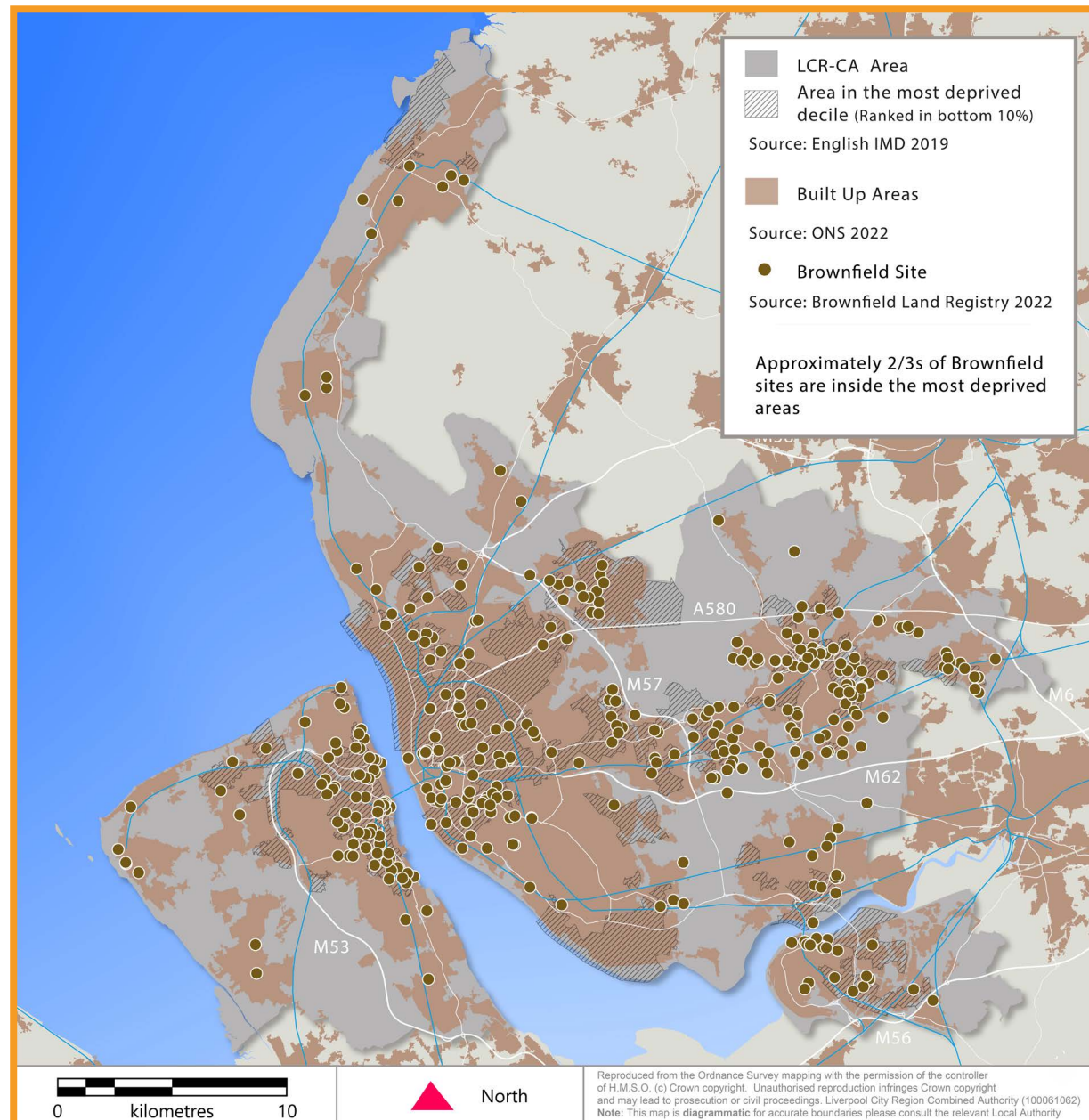
5.50 The Combined Authority working alongside the LCR constituent local authorities and with other partners and stakeholders such as Registered Providers, Homes England and private developers, supports and undertakes a range of measures to promote and enable brownfield land development at a strategic level. This includes the securing and co-ordinating of essential funding and investment to address viability issues associated with brownfield land and sites. Key measures include:

- Preparation of **Brownfield Land Registers** (BLRs)[66] providing publicly available information on brownfield land that is suitable for housing, helping provide certainty for developers and communities, encourage investment in local areas and to inform funding opportunities. Local planning authorities can also identify sites on BLRs (part 2) suitable for the granting of 'permission in principle' subject to appropriate criteria and requirements.

- Strategic coordination of funding including the **LCR Brownfield Land Fund**[37] allocated to the city region to deliver previously developed or brownfield land suitable for homes; and the **Brownfield Land Release Fund** (through the national One Public Estate Programme[44]) to bring forward surplus council owned land for housing and identify opportunities for funding and collaboration across the wider public sector.

- LCRCA Strategic Investment Fund[40] providing funding for specific projects in the city region.

- Other sources of funding and investment models such as place based partnerships.

5.51 As part of a coordinated approach, spatial planning plays an important role in setting a policy context to support brownfield delivery, ensuring its development is sustainable.

5.52 The development of brownfield land, including the re-use of existing buildings and utilisation of underused/vacant land for a range of uses plays an important part in promoting and sustaining the regeneration of urban areas and can help tackle causes of deprivation. Map 5.3 illustrates the potential for brownfield development in areas of high deprivation across the city region. However, it is important that brownfield sites, particularly for new homes, allow for good access to the facilities and services people need. This policy therefore supports the overall Spatial Strategy (Policy LCRSS1) and Policy LCR DP8 - Making the Best Use of Land to prioritise brownfield development in sustainable locations.

5.53 It is also acknowledged that not all brownfield sites are developable and may be repurposed for a range of other sustainable uses. This is considered further in policy LCR DP8 - Making the Best Use of Land.

Question 11

To what extent do you agree with this policy approach?
(1 - strongly disagree, 2 - somewhat disagree, 3 - neutral, 4 - somewhat agree, 5 - strongly agree)

Question 12

How could this policy be improved?

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[66]Prepared by the LCR Local Planning Authorities as required by The Town and Country Planning (Brownfield Land Register) Regulations 2017

Policy LCR SP4 - Strategic Infrastructure

1. Provision of the following key strategic infrastructure necessary to meet identified needs, serve new development and enable growth will be supported subject to other SDS and Local Plan policies:

   a) Enhancement to the electricity network, including to accommodate EV charging points, battery storage, and renewable energy technologies;

   b) Enhancement to the gas network to accommodate the transition towards hydrogen for homes, businesses and transport;

   c) LCR Connect full fibre network with connectivity to Transatlantic cables;

   d) Cycling and walking routes (as identified in the LCR Local Cycling and Walking Infrastructure Plan (CWIP));

   e) Improvements and enhancements to the passenger rail network (including new stations at Liverpool St. James/Baltic and improvements/expansion at Liverpool Central and Liverpool Lime Street) and ongoing review of new station proposals;

   f) Improvement and enhancements to the regional freight rail network (including increasing capacity on the LCR and wider regional network);

   g) Parkside Strategic Rail Freight Interchange;

   h) Improvements to the Key Route and Major Road Networks;

   i) Improvements to the Strategic Route Network, including the following locations which are expected to come under significant pressure and may require intervention

      i. Junction 23 of the M6 (with the East Lancashire Road A580)

      ii. Junction 22 of the M6 (with the A572)

      iii. Junction 7 of the M62 (with the A57, A557 and A570)

      iv. M57 / Knowsley Expressway corridor

2. The Combined Authority will work with local authorities, infrastructure providers and other partners to coordinate infrastructure provision and its funding in support of strategic development locations identified in the SDS.

Objectives met

Climate Change and Environment

Health and Wellbeing

Prosperous and Inclusive Economy

Placemaking, Communities and Housing

Social Value

Map 5.4 *Strategic Transport Interventions*

Strategic Infrastructure (Existing and Proposed)

1. Liverpool Baltic Station
2. Headbolt Lane
3. Eastern Access Transport Corridor
4. Highway Improvement at LJLA
5. Liverpool Lime Street
6. Liverpool Central Station
7. Leeds Street upgrade
8. Stanley Dock Rail Access
9. Skelmersdale Branch line
10. Mersey Gateway Bridge
11. Northern PowerHouse Rail
12. Parkside Strategic Rail Freight Interchange and Parkside Link Road

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5.54 The strategic infrastructure of the city region comprises:

- Transport (including, public transport, highway network, rail network, Mersey Ferries, active travel network, ports and airport);

- Green and blue infrastructure (see Policy LCR SP6);

- Energy (including electricity, natural gas and hydrogen);

- Water supply and wastewater;

- Flood management (including drainage and flood defences);

- Digital and communications (including LCR Connect full fibre network);

- Education;

- Health and emergency services;

- Minerals supply (including quarries and aggregate wharves); and

- Waste management facilities.

5.55 To support Policy LCR SP4 and comply with national policy, the Combined Authority, through a process of engagement with the LCR constituent local authorities and key infrastructure providers, has prepared the LCR SDS Strategic Infrastructure Plan (SIP) Initial Engagement Draft 2023.

The SIP[4] is available to comment on as part of this consultation. An updated SIP will be prepared to inform the publication version of this Plan (regulatory engagement stage).

5.56 The SIP identifies existing, funded, planned and aspirational strategic infrastructure that will be required to support the priorities and growth aspirations of the Liverpool City Region SDS up to 2040 (the SIP also considers future infrastructure requirements up to 2045). The SIP will be a 'live' document and will be used to plan for the delivery of strategic infrastructure throughout the SDS plan period. The SIP will be used to inform Combined Authority policy, investment and planning decisions.

5.57 The SIP is concerned with strategic infrastructure, meaning infrastructure that will impact or support delivery of the strategic objectives of this SDS and is relevant for two or more of the LCR constituent local authorities. However, the infrastructure itself does not have to physically cross borough boundaries.

5.58 As set out in the SIP, the LCR constituent local authorities are already planning for a significant level of growth through their individual Local Plans,

which are all at different stages of the plan-making process. The adopted and emerging Local Plans and Infrastructure Delivery Plans identify the following key locations for growth and investment:

- Halton: Halebank and Ditton Corridor, Widnes, South Widnes, West Runcorn, East Runcorn and North Widnes;

- Knowsley: North Huyton and Stockbridge Village, Tower Hill, Kirkby, Knowsley Industrial and Business Parks, Prescot Town Centre and South Prescot;

- Liverpool: North Liverpool, City Centre, Stonebridge/Gillmoss/ Aintree, Central Liverpool and South Liverpool;

- Sefton: Bootle, Netherton and Southport;

- St Helens: Blackbrook and Haydock, Newton-le-Willows and Earlstown, Rainford, Garswood, Rainhill; St Helens Town Centre and St Helens Core area;

- Wirral: Wirral's Left Bank including New Brighton, Liscard, Seacombe, Birkenhead, Tranmere, New Ferry, Bromborough and Eastham.

5.59 The Initial Engagement Draft SIP (2023) indicates that there are no significant shortfalls in strategic infrastructure provision which will prevent delivery of the SDS in the first 10 years of the Plan. However, the SIP has identified potential infrastructure capacity gaps in achieving growth objectives of the SDS in the later stages of the plan period, specifically in relation to transport. The following highway locations have been identified as expecting to come under pressure and may require intervention within the lifetime of the SDS: Junction 23 of the M6 (with the East Lancashire Road A580), Junction 22 of the M6 (with A572), Junction 7 of the M62 (with the with the A57, A557 and A570) and the M57 / Knowsley Expressway corridor (see Map 5.5).

5.60 The SIP also indicates that to maintain clean and reliable energy supplies to meet changing needs across the LCR, in ways that achieve net zero by 2040, significant infrastructure modernisation will be required. The need for a significant uplift in the infrastructure provision for hydrogen and electric vehicles is identified by the SIP as key to enabling the decarbonisation of the LCR's transport network.

5.61 Through the identification of key projects and priorities for strategic infrastructure delivery, this policy will help address the potential infrastructure capacity issues identified in the SIP. The successful implementation of SDS Policies DP9, DP10, DP11, DP12 and DP13 will also help ensure that the strategic infrastructure needs of the LCR are met during and beyond the SDS plan period. In addition, it is likely that a LCR SDS Strategic Transport Impact Assessment will be produced to inform the publication version of the SDS (regulatory engagement stage) and this will feed into an updated SIP.

5.62 The Combined Authority will continue to work in a collaborative way with the LCR constituent local authorities, infrastructure providers, national government, regulators and others involved in infrastructure planning and funding, to identify infrastructure requirements and to plan how they can be funded and brought forward, in order to ensure the effective delivery of infrastructure needed to support the successful implementation of this Plan.

5.63 The focus for strategic infrastructure planning will include new infrastructure projects and the maintenance and upgrading of existing infrastructure. The Combined Authority will seek to take an integrated approach to infrastructure planning and to maximise the multifunctional benefits of strategic infrastructure, enabling efficiencies in delivery through a collaborative and joined-up approach across the city region and with neighbouring authorities.

5.64 This policy deals with strategic infrastructure and other more localised infrastructure projects proposals for new stations will continue to be supported by the Combined Authority in accordance with Local Plans policies and the Long Term Rail Strategy.

Route Networks

5.65 The Liverpool City Region's Key Route Network (KRN) is defined as:

i. Roads that form part of the Primary Route Network (PRN). The KRN includes all roads within the PRN, which form a continuous network between 'primary destinations'. The KRN also includes two Mersey Tunnels, the Silver Jubilee Bridge and those roads that serve primary destinations immediately outside the boundaries of Liverpool City Region.

ii. Roads that link significant new or proposed housing and employment areas that are not already part of the PRN.

iii. Roads that are not part of the PRN but provide links to the Strategic Road Network (SRN) which includes trunk roads and motorways. The LCR's trunk road network comprises parts of the M53, M56, M57, M58, M6, and M62 to the east of junction 6 and the A5036 from the Port of Liverpool to Switch Island. These roads remain managed by Highways England.

iv. Roads carrying the most significant volumes of traffic (defined as more than 10,000 vehicles per day), and which are not already part of the PRN.

v. Roads that are important in functional terms having regard to car traffic, light goods vehicles, other goods vehicles and bus traffic.

5.66 The Major Road Network (MRN) includes both the SRN and important local roads, with many of the roads within the KRN mirroring those on the MRN identified as important for connecting northern economies by Transport for the North.

5.67 The regional freight rail network plays an important part in enabling goods to move quickly and efficiently to and from the city region. The Combined Authority will seek to support and encourage modal shift of freight from road to more sustainable alternatives such as rail.

Liverpool Waterfront, Liverpool

Map 5.5 *Liverpool City Region Potential Strategic Highway Intervention Locations*

Key
- ---- Key Route Network
- —— Strategic Highway Network
- —— Motorway Network

Strategic Road Infrastructure (Proposed)

1. Junction 23 of the M6 (with the East Lancashire Road A580)
2. Junction 22 of the M6 (with the A57, A557 and A570)
3. Junction 7 of the M62 (with the A572)
4. M57 / Knowsley Expressway corridor
5. Mersey Gateway Bridge
6. Eastern Access Transport Corridor
7. Highway Improvement at Liverpool John Lennon Airport
- ••••• Approximate Route of Proposed Infrastructure

0 kilometres 10

▲ North

Question 13

To what extent do you agree with this policy approach?
(1 - strongly disagree, 2 - somewhat disagree, 3 - neutral, 4 - somewhat agree, 5 - strongly agree)

Question 14

How could this policy be improved?

Policy LCR SP5 - City and Town Centres

1. The city region's strategic network and hierarchy of centres will be defined as follows:

Tier 1 - Regional/National Centre

- Liverpool City Centre

Tier 2 – City Regional Centres

- Birkenhead Town Centre
- Southport Town Centre
- St Helens Town Centre
- Widnes Town Centre

Tier 3 - Town Centres

- Bootle Town Centre
- Earlestown Town Centre
- Halton Lea Town Centre
- Heswall Town Centre
- Huyton Town Centre
- Kirkby Town Centre
- Moreton Town Centre
- Liscard Town Centre
- Prescot Town Centre
- Runcorn Town Centre
- West Kirby Town Centre

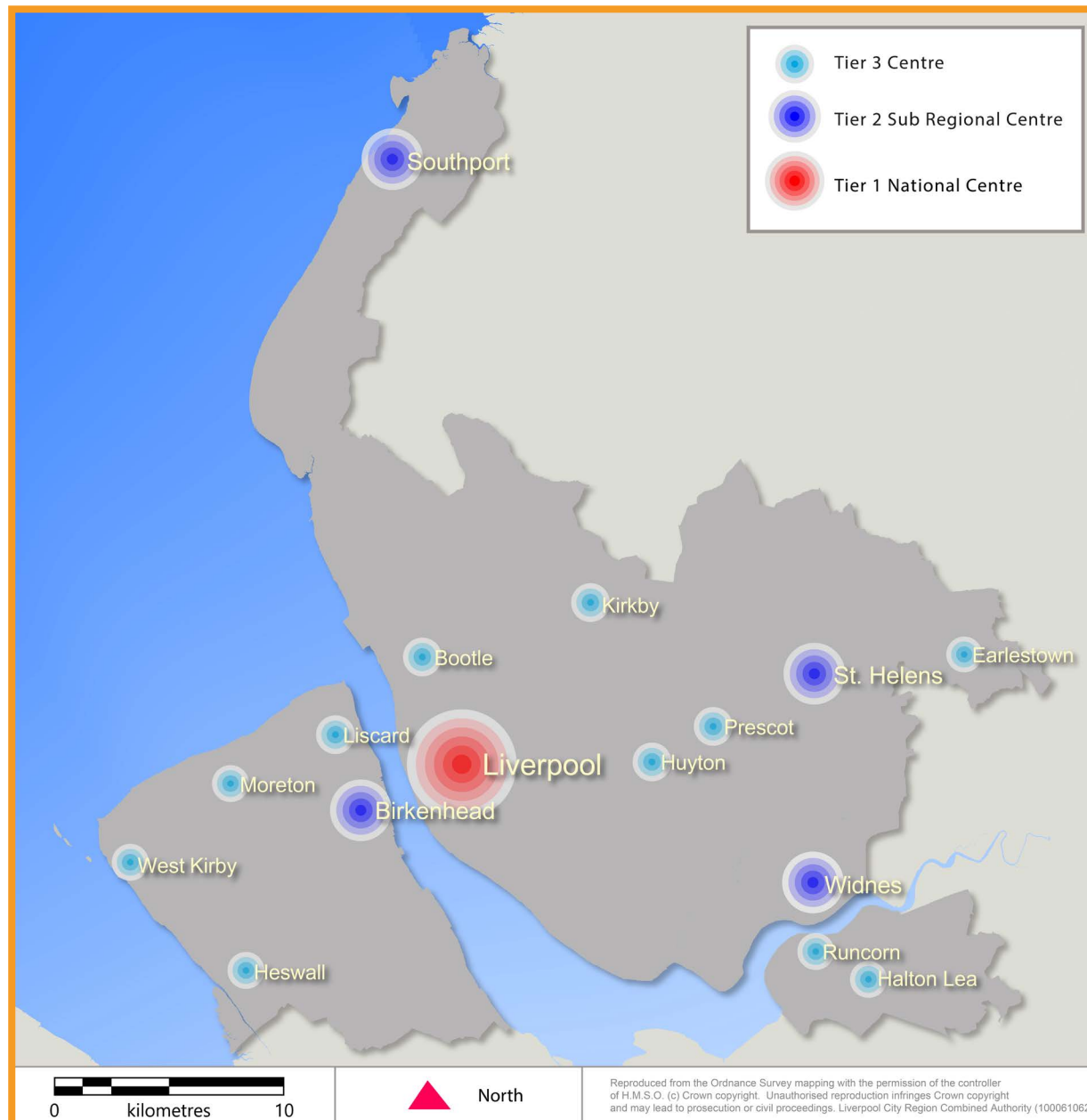**2.** This network will provide the focus for retail, leisure, office, cultural, tourism, and where appropriate, residential development proportionate to the centre's role, function and scale in order to promote long term vitality and viability.

3. The balance of this network will be maintained with centres complementing and not undermining one another. Support will be given to plans, proposals and initiatives that seek to positively promote and regenerate centres, allowing for diversification reflective of their distinct characteristics and contribution within the network.

4. District, local and other smaller centres, as defined in Local Plans, will complement the network providing the focus for shops, services and other community uses at an appropriate scale to meet the needs of local communities.

5. The extent of centre boundaries and any necessary allocations to meet identified needs will continue to be defined through Local Plans and kept under review in light of local evidence.

6. The 'town centre first' approach will continue to be applied in the city region. Proposals for main town centre uses outside of defined centres and not in accordance with an up-to-date plan will be required to apply and satisfy the sequential test consistent with national planning policy.

7. To prevent significant adverse impacts on the investment in, or viability and vitality of existing centres, proposals for retail and leisure development outside of defined centres and not in accordance with an up-to-date plan will need to satisfy the requirements of an impact assessment consistent with national planning policy and any locally set policy thresholds.

Objectives met

Prosperous and Inclusive Economy

Placemaking, Communities and Housing

Social Value

Map 5.6 *City and Town Centres*

Legend:
- Tier 3 Centre
- Tier 2 Sub Regional Centre
- Tier 1 National Centre

Map labels: Southport, Kirkby, Bootle, Earlestown, St. Helens, Liscard, Prescot, Moreton, Liverpool, Huyton, Birkenhead, West Kirby, Widnes, Heswall, Runcorn, Halton Lea

Scale: 0 — kilometres — 10

North

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Explanation

5.68 The city region's town centres have long served an important role as places for work, shopping, leisure and other activities. They are also focal points for community and culture and can define our sense of local identity and pride. The Metro Mayor and Combined Authority recognise this importance and are committed to ensuring the long-term vitality and viability of centres across the LCR.

5.69 Town centres nationally have experienced significant challenge and change in recent years. Key factors have been the continuing growth of online shopping, which intensified during the periods of Covid-19 lockdown in 2020/21, combined with the effects of rising costs and inflation on consumer spending. Prevailing trends experienced in the city region (as elsewhere) have included: the closure of established high street retail stores or their consolidation to larger centres resulting in vacancies; the growth of discount retailers (particularly for convenience goods); and an increased presence of leisure uses such as food and beverage and gyms. Adapting positively to these changes to maintain town centre vitality and viability presents a continuing challenge.

5.70 The LCR strategic network and hierarchy of centres has been identified reflecting the role and function of the various centres, cognisant of existing shopping patterns and factoring in various emerging town centre regeneration schemes and strategies.

5.71 Tier 1 reflects Liverpool City Centre's position as a retail and leisure destination of regional/national significance in terms of its extensive offer and draw. Tier 2 reflects the position of Birkenhead, Southport, St Helens and Widnes as city regional town centres with significant offers drawing a wider catchment. Tier 3 reflects the role of eleven other town centres whose offers vary but function as service centres for more localised catchments.

5.72 In addition to the centres identified in the strategic network, there are numerous smaller centres such as District and Local centres throughout the city region (identified in Local Plans). These are recognised as serving an important role in providing local services and facilities contributing towards the sustainability of communities.

5.73 By seeking to maintain the overall balance of this network this policy aims to promote the long-term vitality and viability of each of the centres within it. Centres will continue to be the focus for established 'main town centre uses' with recognition of the need for town centres to adapt and diversify. This includes increasing residential uses which can bring benefits such good access to public transport and increased footfall to sustain shops and businesses.

5.74 A number of town centres in the network are subject to local authority led initiatives and/or strategies to secure reinvestment and deliver regeneration. These are:

- Birkenhead Town Centre - Birkenhead 2040 Framework
- Southport Town Centre – Southport Town Investment Plan
- St Helens Town Centre – St Helens Town Centre Masterplan Development Framework
- Widnes Town Centre - Town Centre Vision Document
- Bootle Town Centre - Bootle Area Action Plan
- Earlestown Town Centre - Earlestown Masterplan Development Framework
- Halton Lea Town Centre - Draft Town Investment Plan
- Huyton Town Centre – Huyton Village Centre Masterplan
- Kirkby Town Centre – Town Centre Regeneration programme
- Liscard Town Centre - Neighbourhood Framework/Masterplan
- Prescot Town Centre – Prescot Town Centre Masterplan
- Runcorn Town Centre – Runcorn Town Investment Plan

5.75 In most cases, these are being funded in part by public funds, such as Town Deal, the LCRCA Strategic Investment Fund (SIF) and the LCRCA Town Centre Fund. Support will be given to these initiatives that seek to boost town centre vitality and viability through promotion of each centre's unique characteristics and contribution as part of the overall network.

5.76 Detailed local evidence will continue to provide the basis for Local Plans to define town centre boundaries along with any necessary site allocations to meet needs; and inform application of the sequential test and undertaking of impact assessments in line with national planning policy.

Question 15

To what extent do you agree with this policy approach?
(1 - strongly disagree, 2 - somewhat disagree, 3 - neutral, 4 - somewhat agree, 5 - strongly agree)

Question 16

How could this policy be improved?

Policy LCR SP6 - Green and Blue Infrastructure

1. The city region's multifunctional network of green and blue infrastructure includes:

   a) Parks, gardens, playing fields, allotments, amenity and other open space;

   b) Countryside recreation areas and country parks;

   c) The coast (including sand dunes, intertidal mudflats, saltmarsh);

   d) Waterways, waterbodies and wetlands (including rivers and their tributaries, canals, lakes and reservoirs);

   e) Trees and woodland (including street/urban trees);

   f) Nature conservation sites and Priority Habitats comprising the Liverpool City Region Ecological Network;

   g) Green corridors and Greenways, including paths and cycleways;

   h) Green walls and roofs and other forms of 'urban greening'.

2. As a strategic asset, the long-term sustainability and beneficial use of the green and blue infrastructure network will be achieved by:

   a) Protecting, enhancing, restoring, managing and expanding the network as appropriate, consistent with other SDS policies including Policy LCR DP4 - Promoting Health and Wellbeing and Policy LCR DP7 - The Natural Environment and Nature Recovery, and in accordance with national and local planning policy;

   b) Securing, where appropriate, well-designed, accessible and multifunctional green and blue infrastructure provision as a result of new development in line with any local requirements, along with long-term management arrangements;

   c) Supporting opportunities to improve integration and connectivity between the network, including green corridors and Greenways, to allow safe, continuous access and enable active travel;

   d) Securing opportunities to enhance the quality, connectivity and resilience of the LCR Ecological Network and Nature Improvement Areas as the focus for strategic nature recovery in the city region (pending future LCR Local Nature Recovery Strategy and Nature Recovery Network);

   e) Promoting a Natural Capital and ecosystem services approach to plan making and decision taking in order to prioritise and identify strategic and local opportunities for green and blue infrastructure benefits including habitat provision/improvement;

   f) Working with Mersey Forest and other partners in support of strategic initiatives to deliver increased tree cover and urban greening including the 'Northern Forest'.

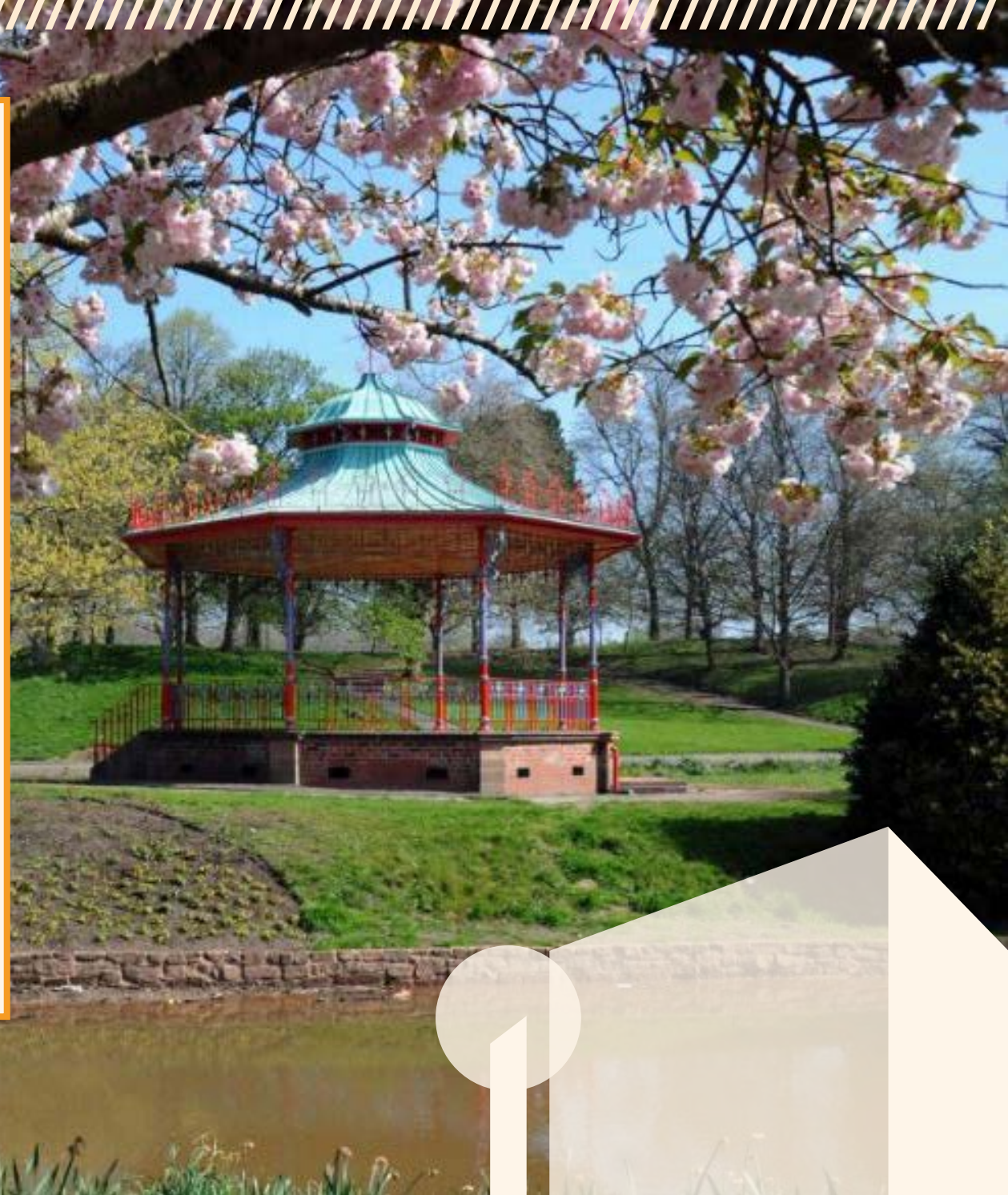**Objectives met**

Climate Change and Environment

Health and Wellbeing

Placemaking, Communities and Housing

Social Value

Sefton Park, Liverpool

Explanation

5.77 This policy sets out an overarching strategic approach to planning positively for green and blue infrastructure in recognition of its importance to the quality of places. It seeks to ensure that as a priority, green and blue infrastructure continues to provide multiple benefits whilst supporting and complementing other forms of development in the interests of achieving sustainability.

5.78 The city region contains a diverse network of green and blue infrastructure comprising various typologies (as outlined in point 1 of the policy). This network forms a highly important asset providing benefits to:

- **Health and wellbeing** – providing opportunities and facilities for recreation and leisure, active travel and the reduction/ mitigation of pollution. This can contribute to improved physical and mental health and reduce health inequalities.

- **Economic growth and regeneration** – providing an environment attractive to investment and visitors, supporting job creation and the tourist/visitor economy.

- **Climate change resilience** – providing natural adaptation and mitigation measures such as carbon sequestration and storage, urban cooling and flood risk management (including SuDS).

- **Ecology and Nature Recovery** – supporting and sustaining biodiversity and geodiversity and providing essential habitats for wildlife.

- **The rural economy** – supporting food production and providing rural diversification opportunities.

5.79 The principle of protecting and enhancing green infrastructure is well established in planning practice and is reflected in this policy, consistent with national planning policy. This is complemented by the approaches set out in Policy LCR DP4 - Promoting Health and Wellbeing and Policy LCR DP7 - The Natural Environment and Nature Recovery.

5.80 Provision of new or enhanced green and blue infrastructure can be important to ensure development is sustainable. This can include public open space, habitat creation or flood risk management. New residential development can often generate additional need for open space such as outdoor recreation, amenity, or children's play areas.

5.81 Required standards for open space, setting out expected levels of provision from new development, are detailed in local plans based on local evidence. These will continue to provide the basis for determining appropriate new or enhanced green infrastructure provision or the acceptance of any loss and replacement respective of local circumstances. Where provided, it is important that arrangements are put in place for the ongoing management and maintenance ensuring the benefits provided continue.

5.82 Connecting and integrating green infrastructure through expansion, enhancement or new provision can offer benefits such as new cycle or footpaths and wildlife corridors. Opportunities to achieve this should therefore be supported where possible and appropriate taking into account factors such as safety.

5.83 Enhancing the city region's green and blue infrastructure in the interests of nature recovery is a key strategic priority. The LCR Ecological Network and Nature Improvement Areas[67] currently provide a basis for a strategic approach to habitat provision, improvement, or connectivity in the city region. As part of new legislation, a city regional Local Nature Recovery Strategy (LNRS) is to be prepared by the Combined Authority. It is expected that this will set out the strategic priorities and opportunities for nature recovery in the city region (see explanation to Policy LCR DP7 - The Natural Environment and Nature Recovery).

5.84 The Combined Authority and partners have progressed the creation of a LCR 'Natural Capital Baseline'. This will provide an evidence base in the form of a spatial dataset or map-based tool to support the implementation of the natural capital approach in the city region.

5.85 The tool enables the measuring and monitoring of natural capital levels across the city region allowing an understanding of the range of goods and services this provides (known as 'ecosystem services'). For example, woodland that sequesters and stores carbon contributes towards climate change regulation; or parks and open space provide access to nature giving mental and physical health benefits. It also allows the modelling of where the natural environment has capacity to provide certain ecosystem services alongside the areas where they are in demand.

5.86 This baseline can be utilised to estimate environmental net gains and losses from proposals and plans and to inform and identify where any strategic improvements / investments should be focussed to provide greatest benefit or meet greatest needs. Further work and consideration on the application of the natural capital approach is underway and the Combined Authority will explore potential of working with partners and local authorities to produce supplementary guidance.

5.87 Partnership working is important in the delivery of green infrastructure provision and enhancements in the city region as part of strategic initiatives. Key examples include 'More from trees' – The Mersey Forest Plan[68] and the Northern Forest[69]. This policy supports continued co-operation with key delivery partners such as Mersey Forest in the achievement of strategic objectives and targets for increased tree cover and other green infrastructure.

Question 17

To what extent do you agree with this policy approach?
(1 - strongly disagree, 2 - somewhat disagree, 3 - neutral, 4 - somewhat agree, 5 - strongly agree)

Question 18

How could this policy be improved?

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[67] https://lcreconet.uk/

[68] merseyforest.org.uk/The_Mersey_Forest_Plan_web_version_single_new.pdf

[69] https://www.woodlandtrust.org.uk/media/1701/a-new-northern-forest.pdf

Policy LCR SP7 - International Connectivity

The sustainable growth of key strategic assets enabling international connectivity (as set out in a) – e) below) will be supported subject to other relevant SDS policies, with particular regard to:

i. Mitigating climate change and achieving net zero carbon;

ii. Fully addressing any impacts on the natural and historic environment;

iii. Supporting inclusive economic growth; and

iv. Addressing any adverse impacts on local communities including amenity and health.

a) Liverpool John Lennon Airport - operation and expansion together with a sustainable access solution.

b) Network of maritime ports on the River Mersey - operation and expansion together with a sustainable multimodal access solution to the Port of Liverpool.

c) LCR Freeport – development of the associated tax and custom sites together with sustainable multimodal access solutions linking the sites to the national transport network.

d) Cruise Liner Terminal – development of a permanent terminal facility.

e) Manchester Ship Canal – development enabling the waterway's operation for the sustainable transport of freight between Greater Manchester, the LCR and further afield.

Objectives met

Climate Change and Environment

Prosperous and Inclusive Economy

Placemaking, Communities and Housing

Social Value

Map 5.7 *International Connectivity*

Movement
of Goods
and Visitors

Exports

Imports

Key Infrastructure
1 - Port of Liverpool
2 - Liverpool Cruise Terminal
3 - Tranmere Oil Terminal
4 - Freeport Tax Site
5 - Liverpool John Lennon Airport
6 - Queen Elizabeth II Dock

Southport

Rail lines

M6

M58

Ferry to
Belfast

Ferry to
Isle of Mann

Ferry to Dublin

Kirkby

A580

St. Helens

Earlestown

M57

Bootle

Liscard

Liverpool

Prescot

Huyton

Birkenhead

M62

Widnes

M53

Halton Lea

M56

Manchester Ship Canal

REGIONAL LINK TO
MANCHESTER
AIRPORT

kilometres   20

North

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Note: This map is **diagrammatic** for accurate boundaries please consult the relevant Local Authority

Explanation

5.88 Liverpool City Region has a long history of international connectivity, primarily linked to global trade facilitated by the River Mersey and its maritime port network. Continuing and enhancing this connectivity is strategically important for the city region's (and wider) economic prosperity and growth.

5.89 The assets identified in this policy are considered to be of strategic significance given their role and function in enabling the movement of people and goods, supporting the economy. They are also significant employers in themselves (directly and indirectly), further highlighting their economic importance.

5.90 It is recognised that these assets have specific operating needs and may need to develop to accommodate future growth. This policy seeks to balance these needs (as outlined) with other important sustainability considerations.
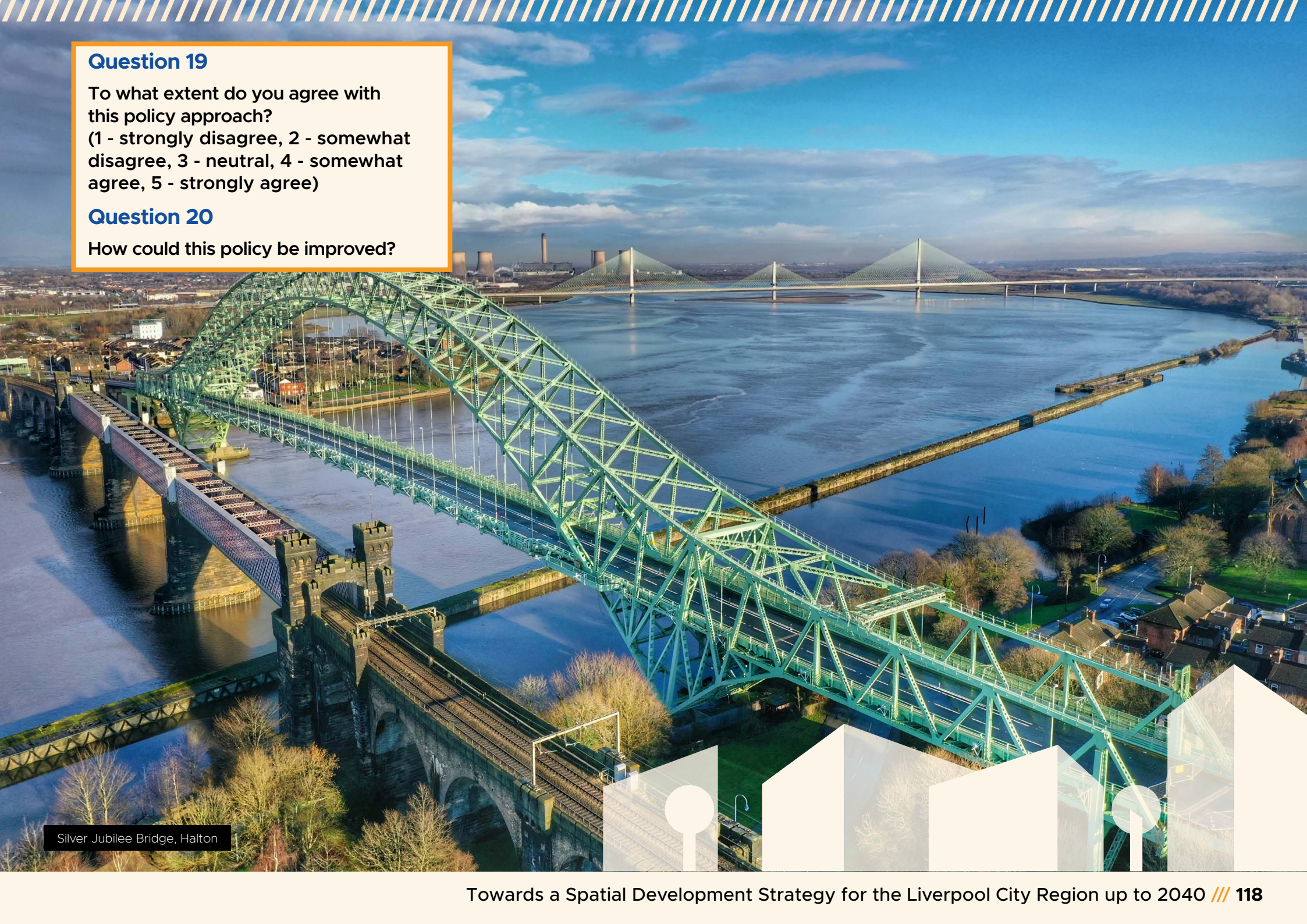
Question 19

To what extent do you agree with this policy approach?
(1 - strongly disagree, 2 - somewhat disagree, 3 - neutral, 4 - somewhat agree, 5 - strongly agree)

Question 20

How could this policy be improved?

Silver Jubilee Bridge, Halton

Policy LCR SP8 - River Mersey and the Coast

Development relating to the River Mersey and the city region's coast will be expected to contribute towards their long-term sustainability. This will be achieved by:

a) Supporting proposals for the sustainable development of the city region's maritime port network, in particular, where this enables and facilitates low carbon modes of transport for the movement of goods and freight (with regard to Policy LCR SP7 - International Connectivity);

b) Supporting the ambition of generating renewable tidal marine energy;

c) Supporting the regeneration initiatives of coastal/riverside urban areas and towns, including through the promotion of the visitor economy and sustainable tourism;

d) Protecting the designated coastal and estuarine nature conservation sites and their functionally linked land consistent with Policy LCR DP7 - The Natural Environment and Nature Recovery and relevant legislation;

e) Proactively managing recreational pressure on the LCR coast and adverse effects on internationally protected sites as a result of new development, including through securing appropriate mitigation measures on the non-designated coast and other green and blue infrastructure (including Suitable Alternative Natural Greenspaces (SANGs) across the LCR) to be set out in the emerging LCR Recreational Mitigation on the Coast Supplementary Planning Document;

f) Ensuring development does not lead to adverse impacts on water quality (including on dune aquifers and bathing water) and where possible improves water quality;

g) Working with partners in the achievement of River Basin Management Plan measures and objectives and the LCR objective to eliminate untreated discharge into the River Mersey by 2030;

h) Ensuring development does not increase the risk of tidal flooding or coastal erosion, or result in adverse effects on coastal processes or the ability of the natural coast to form a natural sea defence (in line with specific Local Plan policies relating to Coastal Change Management Areas where defined);

i) Supporting proposals for new coastal flood defences and flood risk management measures (with regard to the Shoreline Management Plan), and essential landfall facilities for offshore installations, including renewable energy;

j) Increasing, enhancing and preserving public access to and along the waterfront and coastline and creating uninterrupted active travel routes;

k) Ensuring the design and layout of new waterfront development responds positively and appropriately to its setting including through use of materials, retention of historic features, integration with footpaths/active travel routes, access to waterways, public realm and landscaping.

Objectives met

Climate Change
and
Environment

Health
and
Wellbeing

Prosperous
and Inclusive
Economy

Placemaking,
Communities
and Housing

Social Value

Explanation

5.91 The River Mersey and wider coastline (stretching from north Sefton to West Wirral and the Dee Estuary) provide vital assets for the city region. They are central in defining its sense of place and continue to influence its spatial development. In recognition of the economic, environmental and social importance of the River Mersey and the coast, this policy outlines a range of key strategic planning measures and approaches in the interests of ensuring the long-term sustainability of these key assets.

5.92 Shipping and maritime activity on both banks of the River Mersey continue to play a prominent role in the city region's economy and future prosperity. Support will be given to development facilitating operation of the port network, with particular focus on promoting its sustainability and transition to low carbon transport solutions.

5.93 The tidal range of the Mersey presents a significant opportunity for renewable energy generation. The Mersey Tidal Power project is a key commitment of the Metro Mayor and Combined Authority, offering the multiple benefits of large scale low carbon power and green sector employment and investment.

5.94 The coastal and waterfront setting of locations across the city region contribute significantly towards the LCR's unique visitor and tourism offer, whilst providing important quality of life benefits for its residents. This also presents opportunities for urban regeneration initiatives such as in Southport, Birkenhead and Wirral 'LeftBank' and Liverpool Waterfront (further detailed in Policy LCR SS1 - Liverpool City Region Spatial Strategy).

5.95 The River Mersey estuary and city region's coast contain highly important wildlife habitats and species, recognised through a range of nature conservation designations including at an international level[70]. Full consideration of the impacts of development on the natural environment must therefore be given

as detailed in Policy LCR DP7 - The Natural Environment and Nature Recovery and consistent with relevant legislative requirements (including Habitats Regulations).

5.96 The coast provides a range of recreation opportunities for residents of, and visitors to, the city region. However, recreational activities can cause disturbance to wildlife and damage habitats. This issue is being proactively addressed by the LCR constituent local authorities (plus West Lancashire) in cooperation with Natural England and the National Trust through preparation of a 'Recreational Mitigation on the Coast' Supplementary Planning Document supported by a detailed evidence base. This will set out measures to mitigate the impacts of recreational pressure on the coast's internationally designated nature sites from new development.

[70]See: LCR SDS Habitats Regulations Assessment Scoping Report 2021

5.97 Whilst significant improvements have been made to the cleanliness of the River Mersey from historic levels, the quality of its water remains an important environmental issue. The Metro Mayor and Combined Authority have committed to addressing this with an initiative to eliminate untreated discharge into the river by 2030[71]. Wider water quality issues concerning the River Mersey and LCR coast, and measures to address them, are detailed in River Basin Management Plans prepared by the Environment Agency (EA) (as statutory body) to meet objectives of the Water Framework Directive. Planning has a role to play in helping achieve water quality protection and improvement objectives and targets alongside the EA, utilities providers and other key stakeholders.

5.98 Flood risk (due to coastal erosion and tidal flooding) and coastal change present key issues for development in parts of the city region. A high level need to address this is set out in this policy with further detail, where appropriate, set out in Local Plan policies including the identification of Coastal Change Management Areas.

5.99 This policy also provides high level support for the strategic provision of flood defences (with regard to the Shoreline Management Plan covering the LCR) and to essential landfall facilities such as infrastructure associated with offshore wind farms.

5.100 Maintaining, improving and increasing public access along the coast, where appropriate and feasible, is important in contributing to the LCR's strategic active travel network and helping meet the wider objectives of improving health and reducing vehicle associated carbon emissions. Waterfront/coastal access also contributes to the LCR's tourist/visitor offer, supporting the wider visitor economy.

5.101 Given the importance of the River Mersey and coast in setting a sense of place and in defining character, this policy sets out high level design considerations to be given to development in waterfront locations.

5.102 In addition to statutory land use plans, the North West Marine Plan[72] prepared by the Marine Management Organisation is material to decisions regarding coastal development.

Question 21

To what extent do you agree with this policy approach?
(1 - strongly disagree, 2 - somewhat disagree, 3 - neutral, 4 - somewhat agree, 5 - strongly agree)

Question 22

How could this policy be improved?

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[71]Metro Mayor and local leaders call for "discharge-free" Mersey by 2030 | Liverpool City Region Combined Authority - News (liverpoolcityregion-ca.gov.uk)

[72]https://www.gov.uk/government/collections/north-west-marine-plan

Policy LCR SP9 - Culture, Tourism and Visitor Attractions

Support to the visitor economy and the promotion of sustainable development for tourism, visitors and cultural activity will be achieved though:

a) The protection, enhancement and expansion of the city region's range of cultural and tourism assets and visitor attractions as appropriate, consistent with other policies in the SDS and Local Plans;

b) Expecting new tourism development to demonstrate the benefits of investment to the local economy including local job creation and delivery of wider Social Value to local communities (consistent with Policy LCR DP16 - Delivering Social Value);

c) Ensuring tourism and visitor attractions can be accessed by sustainable transport and active travel modes including public transport, walking and cycling;

d) Supporting provision of sustainable transport connections to key transport gateways including airports, train stations and cruise ship and ferry terminals;

e) Encouraging the co-location of visitor attractions, where appropriate, to create hubs;

f) Supporting the provision of ancillary visitor facilities including hotels and other types of accommodation consistent with Policy LCR SP5 - City and Town Centres and other SDS and Local Plan policies;

g) Supporting opportunities for 'green' or 'eco' tourism and its associated development where appropriate;

h) Addressing any adverse effects or significant harm development may have on sites designated for nature or geological conservation, including visitor pressure, and where appropriate, securing measures for mitigation or compensation consistent with Policy LCR SP8 - River Mersey and the Coast and Policy LCR DP7 - The Natural Environment and Nature Recovery;

i) Recognising the cultural significance of the city region's historic environment and its importance to the visitor economy, fully addressing any impacts and harm to heritage assets and their setting consistent with Policy LCR DP14 - The Historic Environment;

j) Applying the 'agent of change' principle to help secure the long-term future of cultural assets and activities.

Objectives met

Climate Change and Environment

Health and Wellbeing

Prosperous and Inclusive Economy

Placemaking, Communities and Housing

Social Value

Explanation

5.103 Visitors to the city region generate a significant contribution towards the local economy. The assets, attractions and facilities that draw and enable visitor, tourist and cultural activity are essential in supporting businesses, jobs and investment. They are also important in providing vibrancy and vitality, and in promoting the city region's national and international profile.

5.104 The key cultural and tourism locations, assets and visitor attractions across the city region include:

- Liverpool City Centre locations including the Main Retail Area, The Waterfront (including Kings Dock, Royal Albert Dock and Pier Head) and its Fringes, The Creative Quarter (Ropewalks and Baltic Triangle), The Cultural Quarter and St George's Quarter;

- Urban coastal locations of Southport (Central Area and Seafront), New Brighton, West Kirby and Hoylake;

- The city region's network of green and blue infrastructure including the Sefton and Wirral coast, Bold Forest Park, canals, waterways and waterfronts, and walking and cycling routes;

- Professional sporting venues including football and rugby league stadia (homes to Everton FC, Liverpool FC, Tranmere Rovers FC, St Helens RLFC and Widnes RLFC), racecourses (Aintree and Haydock Park), and golf courses (including Royal Liverpool and Royal Birkdale);

- Tourism and cultural attractions and facilities across the wider city region (outside of Liverpool City Centre) including Knowsley Safari Park, Shakespeare North Playhouse in Prescot and other galleries, museums, theatres and concert halls.

- The city region's historic environment including conservation areas, listed buildings and registered parks and gardens.

5.105 This policy sets out an overarching approach to planning positively for tourism, cultural and visitor attractions in the city region in recognition of their role and significance. It also seeks to ensure this is achieved in a sustainable way and that any impacts are managed or mitigated.

5.106 Where appropriate, the 'Agent of Change' principle (as set out and explained further under Policy LCR DP5 - Impacts on Health) should be applied in the making of planning decisions to ensure existing businesses and uses to not have onerous or unreasonable restrictions placed on them because of new development.

Question 23

To what extent do you agree with this policy approach?
(1 - strongly disagree, 2 - somewhat disagree, 3 - neutral, 4 - somewhat agree, 5 - strongly agree)

Question 24

How could this policy be improved?

Policy LCR SP10 - Rural City Region

In rural areas, the long-term sustainability of communities, the economy and the environment (both natural and built) will be achieved by:

a) Supporting proposals that would facilitate the diversification of the rural economy and create employment opportunities, including for leisure and tourism, where appropriate;

b) Protecting existing rural employment sites unless it can be demonstrated that they are unviable, and promoting the re-use of existing buildings;

c) The application of national Green Belt policy where relevant in both plan-making and in the determination of planning proposals;

d) Ensuring the protection, enhancement or restoration of rural landscape character with regard to local evidence;

e) Protecting and enhancing the public rights of way network, including long distance routes and linkages to them, allowing for recreation opportunities and access to services and facilities by walking, cycling and other active travel means;

f) Securing opportunities to improve public transport service provision;

g) Preventing the loss of best and most versatile agricultural land unless development needs can be clearly justified;

h) Preventing the erosion and degradation of soil resources through use/encouragement of sustainable soil management approaches to development, agriculture and natural flood risk management;

i) Ensuring rural village and other conservation areas and their settings are preserved or enhanced with regard to each area's distinct character and appearance;

j) Protecting provision of local services and facilities;

k) Supporting provision of high-speed internet;

l) Support the provision of renewable energy, where appropriate subject to other SDS policies, national planning policy and Local Plan policies.

Objectives met

Climate Change and Environment

Health and Wellbeing

Prosperous and Inclusive Economy

Placemaking, Communities and Housing

Social Value

Map 5.8 *Green Belt and Best and Most Versatile Agricultural Land within the Rural City Region*

Legend:
- Green Belt
- Best and most versatile agricultural land*

*All grade 3 land is included as the land has not been graded 3a and 3b at source

0 kilometres 10

▲ North

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Explanation

5.107 Whilst the Liverpool City Region is predominantly urban, it contains significant areas of a rural character. This policy sets out an overarching strategic approach for rural parts of the city region in recognition of the issues relevant to these areas, consistent with national planning policy. It seeks to ensure priorities for rural areas are addressed and balanced, in the interests of achieving sustainable development. These are:

- **Supporting a prosperous rural economy** through diversification of rural businesses such as leisure and tourism whilst protecting employment sites in the interests of providing local employment.

- **Maintaining and promoting the vitality and viability of rural communities** by retaining and developing accessible local facilities and services such as local shops, meeting places, open space, cultural buildings, public houses and places of worship.

- **Improving accessibility** to rural areas and the countryside through provision of reliable public transport services and active travel routes to give choice of travel and also allowing for recreation

opportunities.

- **Protecting the Green Belt** by applying relevant national planning policy[73], ensuring that designated Green Belt land serves the purposes set out in paragraph 138 of the NPPF. (The broad extent of Green Belt in the LCR is shown on Map 5.8 with detailed boundaries shown on the Local Plan Policies Maps of the LCR constituent local authorities).

- **Respecting landscape character and heritage,** making sure planning is sensitive to the landscapes and built heritage that help define a distinctive rural/countryside character and setting.

- **Protecting agricultural land and improving soils** in the interest of supporting food production and agricultural businesses, increasing food security, carbon reduction (through reducing food miles) and nature recovery.

- **Responding to climate change** through provision of low carbon renewable energy and nature-based solutions such as carbon sequestration/storage and flood risk management.

- **Improving digital connectivity** to rural communities and businesses through supporting infrastructure, enabling economic growth and helping reduce digital exclusion.

5.108 For the purposes of this policy, rural areas will be considered to be those areas outside of the City Centre, the Inner Urban Area and the Wider Urban Area as set out in Policy LCR SS1 - Liverpool City Region Spatial Strategy and Map 4.1. Local Plans and other DPDs will provide further, more detailed planning policy approaches for rural areas where necessary.
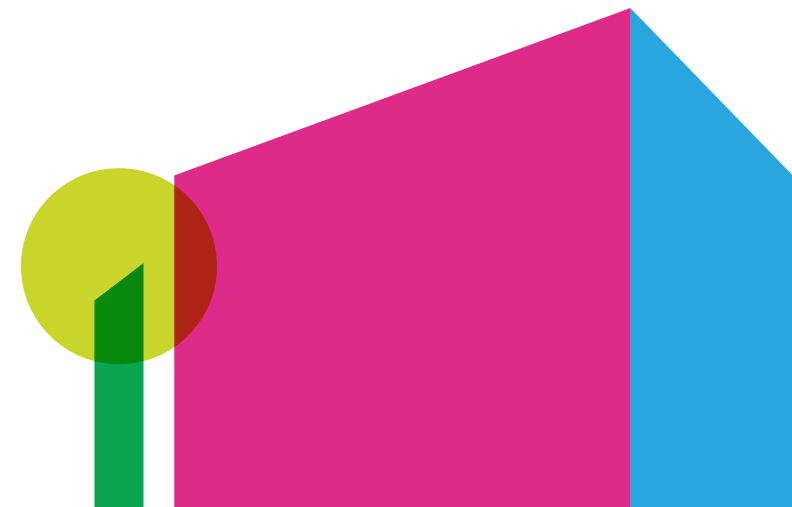
[73]As per Chapter 13 of the National Planning Policy Framework (2021)

6. Development Principles

6. DEVELOPMENT PRINCIPLES

6.1 The following draft 'Development Principles' present a set of high level, strategic theme-based policies to be applied in decision and plan making, with Local Plans (and other Development Plan Documents) providing further details on implementation.

6.2 They aim to meet the SDS's Strategic Objectives, responding to the key issues faced in the Liverpool City Region as identified in evidence and through feedback from previous public engagement. They also aim to help implement, deliver and support other Mayoral Combined Authority strategies, initiatives and proposals as part of an integrated approach.

6.3 Presented are initial draft proposed policy approaches for the purposes of gaining feedback.

Policy LCR DP1 - Planning for Climate Change

As a priority, development plans and proposals should be making the fullest possible contribution towards the mitigation of climate change and adaptation to its effects as set out below.

Climate Change Mitigation

1. Minimising greenhouse gas emissions and maximising carbon storage in order to help reach the Liverpool City Region's target of net zero carbon by 2040 and mitigate climate change. Supported measures to achieve this will include:

   a) Securing development that minimises car dependency, and promote active travel and the use of public transport;

   b) Facilitating the decarbonisation of transport for the movement of people and goods, and supporting the transition to zero and low carbon vehicles through the provision of appropriate infrastructure;

   c) Facilitating the development of green industries in the city region and supporting decarbonisation of existing industries;

   d) Facilitating the decarbonisation of energy supply networks/systems and increasing provision of energy from renewable and zero carbon sources;

   e) Facilitating the sustainable management of waste and promoting the circular economy;

   f) Maximising the energy efficiency of new and existing buildings and reducing the whole life-cycle carbon emissions of new development;

   g) Securing opportunities for long term carbon sequestration and storage through nature-based solutions such as the creation, restoration and protection of peatland, woodland, saltmarsh and other 'carbon store' habitats.

Climate Change Adaptation

2. Increasing the city region's ability to adapt to climate change and improve the long-term resilience of communities, businesses, infrastructure and the natural environment to withstand its impacts. Supported measures to achieve this will include:

   a) Protecting the integrity of flood defences and directing vulnerable development away from areas of coastal change and flood risk;

   b) The incorporation, from an early stage, of green and blue infrastructure within development providing climate change mitigation benefits such as carbon sequestration and storage, natural flood risk management, urban cooling, Sustainable Drainage Systems (SuDS) and surface water run-off reduction;

   c) The incorporation, from an early stage, into the design and layout of new development and infrastructure of climate change adaptation measures such as water recycling and efficiency, flood and heat resistance and resilience, thermal efficiency, urban cooling and solar gain.

   d) The recovery of nature and species through the protection, enhancement and creation of habitats.

Objectives met

Climate Change and Environment	Prosperous and Inclusive Economy	Placemaking, Communities and Housing

Explanation

6.4 Climate change, its causes, and anticipated effects, present a fundamental challenge for spatial planning. The need to address climate change and its consequences in the SDS is a legal requirement. Furthermore, national planning policy expects plans such as the SDS to shape places in ways that contribute to radical reductions in greenhouse gas emissions, taking a proactive approach in mitigating and adapting to climate change.

6.5 The Liverpool City Region Pathway to Net Zero[74] looks at the impacts of climate change in the city region. They include:

- Sea level rise threatening buildings, structures, and coastal habitats.

- More frequent, heavy rainfall overwhelming watercourses and drainage systems causing local flooding and water quality issues.

- Longer periods of very wet, hot or cold weather impacting vulnerable communities such as the elderly as well as operation of infrastructure such as transport and utilities.

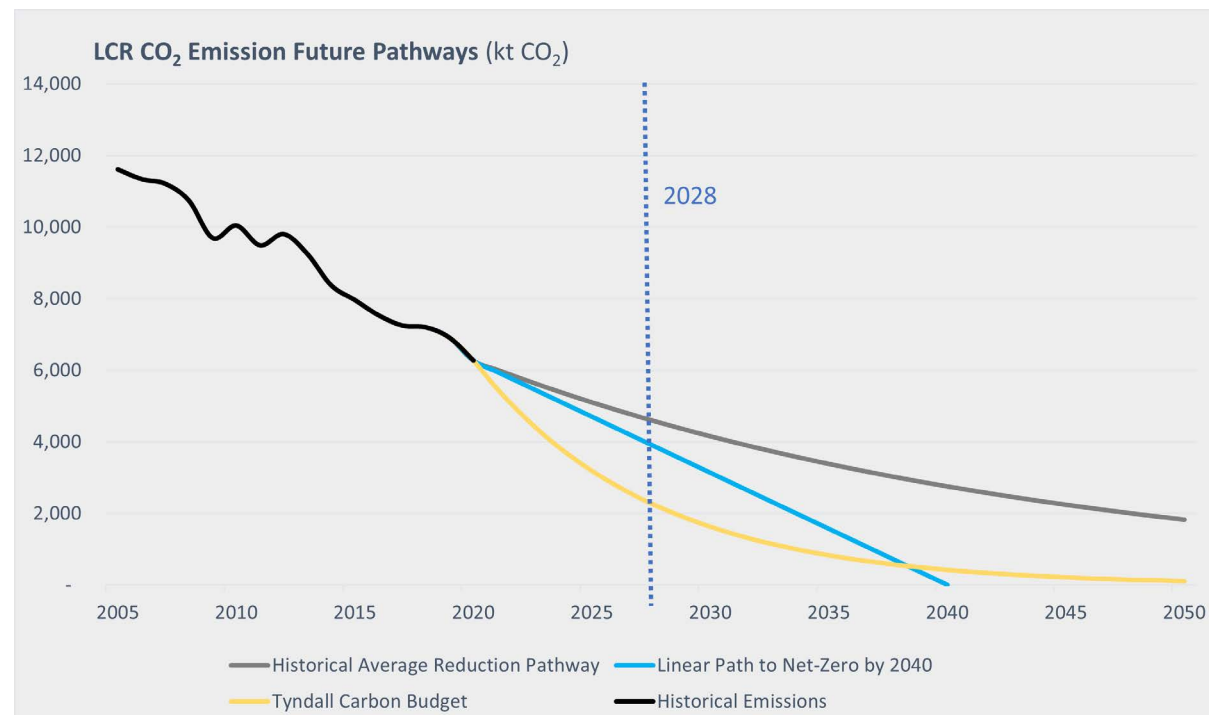[74] https://www.liverpoolcityregion-ca.gov.uk/pathway-to-net-zero

- Increased wind speeds and stormy weather causing high tides, storm damage and dangerous weather, threatening homes and businesses.

- Water shortages for drinking or irrigation.

6.6 As part of the wider effort to respond to the threats posed by climate change, the Combined Authority has declared a Climate Emergency[75]. This includes the commitment to significantly reduce emissions of carbon dioxide – a principal greenhouse gas – across the city region with a target to reach 'net zero carbon' by 2040.

6.7 A 5 Year Climate Action Plan[23] was agreed by the Combined Authority in July 2023. This Plan sets out a wide range of actions for the Combined Authority working with its partners to 2028. These actions will be critical in helping ensure that the City Region achieves its 2040 net zero carbon emissions target.

6.8 Figure 6.1 illustrates the pathway to net zero under a range of scenarios. What is clear is that without action, investment and commitment, the level of emissions reduction needed to meet the 2040 target will not be achieved. Spatial planning will play a key part in this effort.

Figure 6.1 *LCR Carbon Dioxide Emissions Reduction Pathways*

LCR CO$_2$ Emission Future Pathways (kt CO$_2$)

Legend: Historical Average Reduction Pathway; Linear Path to Net-Zero by 2040; Tyndall Carbon Budget; Historical Emissions

Source: Source: LCRCA 5 Year Climate Action Plan 2023-2028. Reference to 2028 relates to the end of the Action Plan period.[39] Reference to 2028 relates to the end of that plan period.

[75]See: Climate emergency declared for Liverpool City Region | Liverpool City Region Combined Authority - News (liverpoolcityregion-ca.gov.uk) Similar declarations and commitments have also been made by individual LCR constituent local authorities.

6.9 The government has also indicated its intention to embed a broad form of carbon assessment into planning policy as part of its wider reforms to planning[76]. The Combined Authority will consider this when further details emerge.

6.10 This policy aims to embed measures to mitigate and adapt to climate change at an early stage in the planning process. It seeks to ensure climate change considerations, particularly the reduction of carbon dioxide, are central when making plans and taking decisions in the city region.

6.11 It presents a high-level overarching approach, emphasising the need to address and respond to climate change as a matter of priority. Other policies in the SDS further detail the measures outlined, working towards the achievement of this key strategic objective as a cross cutting theme.

6.12 The supported measures outlined in this policy have the potential to demonstrably contribute towards climate change mitigation and adaptation in a positive way.

They are not exhaustive but cover several key areas in which spatial planning can directly influence.

6.13 Transport generates a significant proportion of carbon emissions in the city region accounting in 2020 for around 32% of all emissions[77]. Road transport contributed 98% of these. Through changes in the way people and goods travel and the use of vehicle technology there is significant potential to secure lasting carbon reduction, along with other benefits such as improved air quality and health. The realisation of 'modal shift', particularly away from private car usage, and the decarbonisation of transport are key objectives of the Combined Authority's emerging Local Transport Plan. This policy forms a joined-up policy approach in the effort to significantly reduce transport related carbon emissions and achieve net-zero.

6.14 Buildings, mainly domestic, are the city region's other big emitter of carbon due to their energy demand - particularly natural gas used for heating and cooking.

Increasing energy efficiency in buildings is therefore key to reducing this demand, along with increased use of low carbon/renewable energy sources. With a significant number of existing homes in the city region built before 1955[78], retrofitting of existing properties to increase their energy efficiency will also be necessary. This policy therefore supports, in principle, measures to achieve greater energy efficiency in new and existing buildings through the planning process.

6.15 For new buildings, taking measures to reduce carbon emissions throughout their lifetime will be key. This covers those associated with materials and construction through to eventual demolition and disposal (embodied carbon), and its usage (operational carbon). Measuring 'whole life-cycle carbon' and how this could be assessed as part of the planning process is something the Combined Authority will consider further ahead of the SDS's next stage having regard to changes to be introduced to Building Regulations and potential changes to national panning policy on this matter[79].

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[76] Ch 7, Levelling-up and Regeneration Bill: reforms to national planning policy, December 2022. See: https://www.gov.uk/government/consultations/levelling-up-and-regeneration-bill-reforms-to-national-planning-policy/levelling-up-and-regeneration-bill-reforms-to-national-planning-policy

[77] UK Govt. greenhouse gas emissions statistics: https://www.gov.uk/government/collections/uk-greenhouse-gas-emissions-statistics#territorial-emission-statistics

[78] 50.3% built pre-1955. Source: Valuation Office Agency statistics

[79] As set out in: https://www.gov.uk/government/consultations/levelling-up-and-regeneration-bill-reforms-to-national-planning-policy/levelling-up-and-regeneration-bill-reforms-to-national-planning-policy

6.16 Energy generation remains a principal contributor of greenhouse gas emissions nationally, although changes in use of technology, notably an increase in offshore wind power, have resulted in significant reductions from previous levels when coal was a principal power source. The continued decarbonisation of energy generation, both centralised and decentralised, through use of renewable or low carbon technologies remains key. This policy supports in principle proposals that would offer these technologies, consistent with other policies in the SDS.

6.17 The Metro Mayor and Combined Authority are committed to putting the city region at the forefront of the 'Green Industrial Revolution', driven by the development of cleaner, greener renewable and low carbon energy generation, infrastructure and associated industries as part of a wider 'zero carbon economy'. Such 'Green Industries' will contribute towards meeting net zero targets whilst supporting skilled jobs and economic growth. The Combined Authority continues to be proactive in supporting long term projects to deliver tidal, offshore wind and hydrogen power generation as well as district heating. It has also invested in research and development facilities to progress the decarbonisation of existing carbon intensive industries in the city region such as glass manufacturing. This policy seeks to provide support in principle for the delivery of such initiatives in respect of their contribution to reaching net zero carbon, subject to other necessary planning considerations and requirements of appropriate consenting regimes.

6.18 Waste management contributes to greenhouse gas emissions in the city region, particularly methane from landfill. Through the sustainable management of waste, diverting as much waste as possible from landfill and reusing materials, levels of greenhouse gas can be further reduced. This is further addressed in Policy LCR DP12 – Resources.

6.19 Alongside measures to reduce carbon emissions, the storage of carbon will play an important part in reaching net zero carbon. Natural processes are most effective at this. Trees and vegetation naturally sequester or 'draw down' carbon effectively storing it. The role of green and blue infrastructure and carefully considered 'nature based solutions' in the storage of carbon (and other climate change adaptation benefits) is therefore recognised as key and should be promoted and secured where possible as part of planning proposals and in plan making.

6.20 There are multiple climate change adaptation measures that can be secured as result of new development. These include flood risk management and reduction, provision of green and blue infrastructure, adaptation design solutions and master planning, and habitat protection and creation. This policy sets out support for such measures to be brought forward and provided as part of development proposals.

Question 27

To what extent do you agree with this policy approach?
(1 - strongly disagree, 2 - somewhat disagree, 3 - neutral, 4 - somewhat agree, 5 - strongly agree)

Question 28

How could this policy be improved?

Policy LCR DP2 - Sustainable and Inclusive Communities

Development plans and proposals should contribute positively towards the creation of sustainable and inclusive communities. This will be achieved by:

a) The provision of high-quality new homes of an appropriate and balanced mix of type, tenure, and size to meet identified local needs across the city region;

b) Supporting the provision of specialist housing for older people and groups with particular housing needs, and ensuring this is in sustainable and accessible locations;

c) Securing the provision of affordable housing in line with locally assessed needs ensuring any provision is of an appropriate type, tenure and size; the level of provision of affordable housing should be consistent with Local Plan viability evidence and subsequent local planning policy requirements;

d) Setting requirements for new build homes to meet standards for accessibility and adaptability for wheelchair users (consistent with Parts M4(2) and M4(3)(2)(a) of Building Regulations 2010) with regard to local viability evidence and site specific considerations;

e) Meeting any locally assessed identified need for Gypsy, Traveller and Travelling Show People accommodation in appropriate, sustainable and accessible locations and preventing the unnecessary loss of existing sites;

f) Supporting the provision of self-build and custom-build homes in sustainable and appropriate locations with regard to local evidence and planning policies.

Objectives met

Health and Wellbeing	Prosperous and Inclusive Economy	Placemaking, Communities and Housing

Explanation

6.21 This Policy aims to ensure that a variety of house types, sizes and tenures are available across the city region to contribute to the establishment and maintenance of balanced communities, meeting the differing needs of a wide range of people. The type and quality of the housing offer has a significant impact on the health of communities and the prosperity of places. The ability to attract and retain people and provide support for those who need it relies on the availability of high-quality housing and attractive and inclusive neighbourhoods.

A key component of this is the delivery of more affordable housing, but it also relates to how well the LCR constituent local authorities can:

- keep younger working age people living in the LCR;

- help older people live independently for longer and provide attractive alternatives
  for people to downsize if they so wish; and

- provide options for custom and self-build housing.

6.22 NPPF paragraph 62 makes clear that planning policies should seek to address the needs of different groups with specific housing requirements, including older people and those with disabilities. Paragraph 130 states planning policies and decisions should ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users. Footnote (49) states: *"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."*

The Need for Specialist Housing

6.23 The Liverpool City Region Housing and Employment Development Needs Assessment HEDNA (2023) analyses a range of data sources and statistics to consider the characteristics and housing needs of the older person population and the population with some form of disability across the city region. The two groups are considered together as there is a clear link between age and disability. The analysis includes an assessment of the need for specialist accommodation for older people and the potential requirements for housing to be built to the higher technical standards for accessibility and wheelchair uses (M4(2) and M4(3) respectively). The data shows that the city region has a similar age structure but higher overall levels of disability compared with the national average, but age specific rates of disability are notably higher than seen nationally.

6.24 The HEDNA shows a notable projected increase in the older person population in all LCR authorities across the SDS plan period, with the highest projected increase of those in older age groups projected in Knowsley (36.2% in the 65+ age group, and 60.4% in the 75+ age group). The data also shows a projected decrease in the population aged under 65 in all areas, apart from Liverpool and Knowsley.

6.25 The HEDNA analyses the proportion of people with a long-term health problem or disability (LTHPD) drawn from 2011 Census data, and the proportion of households where at least one person has a LTHPD. The data suggests that some 40% of households in LCR contain someone with a LTHPD. This figure compares with a figure of 33% across England. 23% of the LCR population have a LTHPD which is higher than the national average.

6.26 Key findings of the HEDNA for the LCR for the 2021- 40 period include:

- A 27% increase in the population aged 65+ (potentially accounting for around 84% of total population growth);

- A 38% increase in the number of people aged 65+ with dementia and a 33% increase in those aged 65+ with mobility problems;

- A need for around 11,400 housing units with support (sheltered/retirement housing) – around two-thirds in the affordable sector;

- A need for around 8,100 additional housing units with care (e.g. extra-care) – again around two-thirds as affordable housing;

- A need for additional residential and nursing care bedspaces; and

- A need for around 14,800 dwellings to be for wheelchair users (meeting technical standard M4(3)).

6.27 The findings of the HEDNA indicate that there is a clear need to increase the supply of accessible and adaptable dwellings and dwellings fit for wheelchair users across the city region as well as providing specific provision of older persons housing. Subject to support from viability evidence studies and evaluation on a site-by-site basis, the HEDNA suggests that the LCR authorities could consider (as a starting point) requiring all dwellings (in all tenures) to meet the M4(2) standards and around 10% of homes meeting M4(3) – wheelchair user dwellings (a higher proportion in the affordable sector). The HEDNA also suggests that LCR constituent local authorities should consider if a different approach is prudent for market housing and affordable homes, recognising that Registered Providers may already build to higher standards, and that households in the affordable sector are more likely to have some form of disability.

Housing Mix

6.28 The HEDNA also considers the appropriate mix of housing across the city region for the SDS plan period, with a particular focus on the sizes of homes required in different tenure groups for new development.

However, it is recognised in the HEDNA that Local Plan evidence will reflect a more fine-grain assessment taking account of specific factors which the strategic level assessment in the HEDNA does not. As a result, where up-to date local housing needs assessments indicate an alternative mix should be followed, those should represent the starting point for plan-making and decision-taking with due regard to the conclusions in this strategic assessment. Table 6.1 shows the modelled outputs of need by dwelling size in the three broad tenures.

Table 6.1 Adjusted Modelled Mix of Housing by Size and Tenure - LCR

	1-bedroom	2-bedrooms	3-bedrooms	4+-bedrooms
Market	7%	37%	44%	13%
Affordable home ownership	20%	45%	26%	8%
Affordable housing (social/ affordable rented)	41%	33%	23%	3%

Source: Housing Market Model (with adjustments) (LCR HEDNA 2023)

Social/Affordable Rented Housing

6.29 The suggested mix for social/ affordable rented accommodation in the HEDNA is set out in Table 6.2.

Table 6.2 *Suggested Mix of Social/Affordable Rented Housing by Area*

	1-bedroom	2-bedrooms	3-bedrooms	4+-bedrooms
Halton	45%	30%	20%	5%
Knowsley	40%	35%	20%	5%
Liverpool	35%	33%	27%	5%
Sefton	40%	30%	25%	5%
St. Helens	45%	30%	20%	5%
Wirral	45%	30%	20%	5%
LCR-wide	40%	30%	25%	5%

Source: Conclusions drawn on a variety of sources as discussed (LCR HEDNA 2023)

Affordable Home Ownership

6.30 The suggested affordable home mix from the HEDNA is set out in Table 6.3. The HEDNA suggests that the provision of affordable home ownership products (or units or houses) should be focused on delivering smaller family housing for younger households.

Table 6.3 *Suggested Mix of Affordable Home Ownership Housing by Area*

	1-bedroom	2-bedrooms	3-bedrooms	4+-bedrooms
Halton	25%	45%	25%	5%
Knowsley	20%	45%	25%	10%
Liverpool	20%	45%	25%	10%
Sefton	20%	45%	30%	5%
St. Helens	25%	40%	30%	5%
Wirral	20%	45%	30%	5%
LCR-wide	20%	45%	25%	10%

Source: Conclusions drawn on a variety of sources as discussed (LCR HEDNA 2023)

Market Housing

6.31 For the market housing sector, the HEDNA suggests a balance of dwellings that takes account of both the demand for homes and the changing demographic profile.

Table 6.4 *Suggested Mix of Market Housing by Area*

	1-bedroom	2-bedrooms	3-bedrooms	4+-bedrooms
Halton	5%	40%	45%	10%
Knowsley	5%	35%	45%	15%
Liverpool	35%	35%	25%	5%
Sefton	5%	40%	45%	10%
St. Helens	10%	35%	40%	15%
Wirral	15%	40%	35%	10%
LCR-wide	10%	40%	40%	10%

Source: Conclusions drawn on a variety of sources as discussed (LCR HEDNA 2023)

6.32 The HEDNA has quantified a suggested market sector housing mix on the basis of market modelling and an understanding of the current housing market. However, it is recognised that demand can change over time linked to macro-economic factors and local supply. Site location and area character are also relevant considerations when considering the appropriate mix of market housing on individual development sites. In addition, as referred to earlier, there may be local evidence which is up-to-date with conclusions which differ from the findings from the HEDNA. In these instances, local evidence should be used as a starting point for plan-making and decision-taking whilst having due regard to the conclusions in this strategic assessment.

Custom and Self Build Housing

6.33 In accordance with national planning policy, this policy seeks to increase the amount of self-build and custom-build housing across the city region. Self-build and custom housebuilding cover a wide spectrum, from projects where individuals are involved in building or managing the construction of their home from beginning to end, to projects where individuals commission their home, making key design and layout decisions, but the home is built ready for occupation. In decision-taking and plan-making the LCR constituent local authorities should seek to support proposals for self-build and custom-build housing in suitable locations.

Gypsy and Travellers and Travelling Show People

6.34 In line with national planning policy, the LCR Local Plans should address the accommodation needs of Gypsy and Travellers and Travelling Show People, setting out planning policies and site allocations to meet the identified needs of Gypsy and Travellers and ensure high standards of design, development and living conditions. Local Plan policies should be informed by Gypsy and Traveller Accommodation Assessments and Pitch Deliverability Assessments where appropriate.

Question 29

How might the SDS be more responsive to the needs of younger people, older people and custom/self-builders?

Question 30

To what extent do you agree with this policy approach?
(1 - strongly disagree, 2 - somewhat disagree, 3 - neutral, 4 - somewhat agree, 5 - strongly agree)

Question 31

How could this policy be improved?

Policy LCR DP3 - Economic Prosperity

Development plans and proposals should plan positively to support sustainable economic growth in the city region in order to attract investment, promote innovation, improve productivity, increase opportunity and reduce inequalities. This will be achieved by:

a) The provision of sufficient employment land to meet identified needs as set out in Policy LCR SP2;

b) Supporting the sustainable growth of key sectors of the city region economy, particularly:

i. Health and life sciences, materials chemistry, advanced manufacturing, digital and technology, maritime, visitor and tourism, arts and culture, film and television, logistics and distribution, research and development intensive organisations, financial and professional services, and green industries;

ii. Social economy uses (including where justified measures to help protect them, particularly in areas of deprivation) and micro, small and medium sized enterprises;

c) Supporting opportunities for industries to cluster in a way that maximises wider economic, environmental and social benefits, including the Liverpool City Region Freeport Sites and the Liverpool City Region Life Sciences Investment Zone, subject to relevant policies in this SDS and Local Plans;

d) Supporting the sustainability and resilience of:

i. Key employment sites required to meet employment needs by ensuring their protection from other uses where necessary, particularly sites that are/or can be served by rail and/or water borne freight movements;

ii. The city region's city and town centre network as a primary location for commercial, cultural, retail, leisure, tourism, public services and social organisations, complemented by high quality homes that meet a range of needs;

iii. The rural economy, including supporting its diversification (consistent with national policy);

e) The delivery of shared prosperity, including through supporting:

i. High quality employment opportunities for all members of the community, including opportunities to secure social value and enhance employment skills and qualifications through new development;

ii. Public transport infrastructure commitments to improve connectivity;

iii. Fast and reliable digital infrastructure particularly in underserved areas that are digitally excluded;

iv. Investment in the most deprived areas in a way that secures lasting improvements for local residents, communities and businesses.

Objectives met

Climate Change and Environment

Prosperous and Inclusive Economy

Placemaking, Communities and Housing

Social Value

Explanation

6.35 This Policy, alongside Policies LCR SS1 and LCR SP2, seeks to help deliver the Liverpool City Region Plan for Prosperity (2022). The Plan for Prosperity outlines the long-term economic strategy for the city region. It sets out the priorities for delivering economic growth in a more holistic way driven by the following objectives:

- Building an inclusive economy which proactively dismantles inequalities of health, wealth, and opportunity;

- Maximising the LCRs position as a leading global gateway that benefits the whole of the UK; and

- Being an internationally leading net zero carbon city region.

6.36 The Plan for Prosperity sees prosperity in the Liverpool City Region as wider than traditional measures of economic growth – it is a blend of improving personal health, wellbeing, wealth and opportunity; creating thriving neighbourhoods and places; successful and productive businesses that create good quality employment; and a healthy and protected natural environment.

6.37 It also identifies the core pillars of the LCR economy considered critical to driving productivity and wider prosperity:

- Maximising the impacts of innovation for people, places, and businesses (ensuring our innovation and knowledge assets benefit the whole city region).

- Turning people's potential into prosperity (health, skills, and the labour market).

- Building thriving, sustainable, and resilient places (place making).

- Developing integrated infrastructure for a connected city region (integrated infrastructure).

6.38 The drive to promote and deliver an 'inclusive economy' is clearly set out as the driving principle behind the achievement of sustainable economic growth in the LCR, where no one and no place is left behind.

Liverpool City Region Combined Authority Investment Strategy (2023)

6.39 A key input into this policy is the LCR Investment Strategy (2023) which sets out how inclusive economic development will be a key factor in all of the Combined Authority's investment decisions, reflecting the commitments made in other Combined Authority documents, including its social value and equalities policies. The Strategy indicates that investment will be focused on identified priority growth clusters set out in the Plan for Prosperity: (1) advanced manufacturing (2) health and life sciences (3) digital & creative.

Employment Land and Opportunities

6.40 Sustainable economic growth is key to tackling deprivation in the city region. By supporting the creation of new employment opportunities and investment in the city region, and securing opportunities for social value (alongside Policy LCR DP16) this policy will deliver more employment and training opportunities for all members of the LCR community from new development. Improving skill levels and maintaining and increasing employment rates are key to achieving economic prosperity across the city region.

6.41 This Policy recognises the unique potential of the LCR Freeport sites and the city region's locational advantages and key connectivity assets (such as the ports, airport and Strategic Route Network). The LCR

Freeport sites and the Liverpool City Region Life Sciences Investment Zone provide the opportunity for specialist sectoral-focussed skills programmes, local infrastructure enhancements and sector-specific business support.

6.42 Alongside Policy LCR SP2 - Employment Land Needs and Distribution, this policy seeks to ensure that sufficient employment land is delivered to meet identified employment land needs up to 2040, and that key employment sites are protected from being lost to other uses. While the Freeport and Investment Zone sites will play a key role in creating new employment opportunities, the primary policy focus for creating sustainable economic growth is on the whole of the city region and in particular, on the key employment sites, as such sites will be essential to meeting the needs of different business sectors over the SDS plan period. Key employment sites are the strategic employment sites identified in Policy LCR SP2 and those employment sites identified in current or future Local Plans and local employment land reviews.

6.43 The key sectors for growth identified in the Policy will be the primary drivers of high-quality employment opportunities, which includes the opportunity of 'green' jobs in industries such as renewable energy and hydrogen. This includes 'social economy related uses', defined as a business with primary social objectives that reinvests its surpluses for these objectives (based on Government and University of Liverpool definitions).

6.44 Alongside Policy LCR SP10 - Sustainable Transport and Travel this policy supports diversification of the rural economy. It is recognised that adapting to and mitigating climate change (including the growing significance of food security) will likely become increasingly important for rural enterprises over the SDS plan period.

City and Town Centres

6.45 As shopping and leisure habits change, so will city and town centres. This Policy gives high level support for the city region's key retail areas to respond positively in a way that does not undermine other parts of the LCR. This includes support for a number of specified uses, complemented by a range of house types to generate footfall, support sustainable and mixed communities, helping make LCR centres more diverse and vibrant. Vibrant and attractive city and town centres are fundamental to the sustainable development of the Liverpool City Region and should continue to be a focus for investment, environmental enhancement and regeneration in accordance with Policies LCR SS1 and LCR SP5.

Digital Connectivity

6.46 Despite recent improvements to digital connectivity across the LCR, take up and opportunities to access fast and reliable internet speeds is unequal. LCR Connect and other key internet providers will assist in tackling this, and help create a more level playing field, as will ensuring more opportunities to enhance employment skills. It is likely many unanticipated opportunities to enhance digital inclusion will occur over the SDS plan period; the policy would ensure the benefits of such initiatives are recognised.

Question 32

To what extent do you agree with this policy approach?
(1 - strongly disagree, 2 - somewhat disagree, 3 - neutral, 4 - somewhat agree, 5 - strongly agree)

Question 33

How could this policy be improved?

Policy LCR DP4 - Promoting Health and Wellbeing

As a priority, development plans and proposals should plan positively to reduce health and wellbeing inequalities and allow for healthy and active lifestyles to be led.
This will be achieved by:

a) Working in partnership with healthcare agencies and other partners to help achieve the goals, objectives and needs identified in health and wellbeing strategies and needs assessments;

b) Facilitating the effective operation of the city region's healthcare infrastructure to meet and respond to community needs and securing the provision of new or improved facilities where necessary;

c) Requiring development proposals defined as of 'potential strategic importance' to be informed and accompanied by a Health Impact Assessment prepared at an early stage of the development process to improve health outcomes;

d) Protecting the city region's network of public open spaces, playing fields, outdoor sports and recreation facilities in line with national and local planning policy and, where appropriate, seek enhancements or new provision with regard to local quantity, quality and accessibility standards;

e) Maximising opportunities for access to public open space and green infrastructure within walking distance of housing, employment, health and education establishments and town centres;

f) Securing high standards of energy efficiency in new and existing homes particularly in the interests of affordable warmth;

g) Securing opportunities to increase access to healthy food and restricting the proliferation, location and operation of hot food takeaways and other uses demonstrated to exacerbate poor health and health inequalities where a clear, evidenced link to negative health impacts on younger and vulnerable people has been shown;

h) Protecting or providing allotments where appropriate and supporting other small-scale food growing opportunities such as community gardens/orchards, green roofs and other suitable green infrastructure.

Climate Change and Environment

Health and Wellbeing

Placemaking, Communities and Housing

Explanation

6.47 The Metro Mayor and Combined Authority are committed to embedding the improvements of health, wellbeing, and equity in all policies and to promoting and supporting positive health and wellbeing of all our residents. Addressing poor health and health inequalities across the city region is also a requirement of SDS legislation.

6.48 Health and wellbeing outcomes across the city region are heavily influenced by social determinants such as the built and natural environments, social and community networks, green space, and living and working conditions. New development can have an impact on the health and wellbeing of the location population, and on provision of health and social care services.

6.49 This policy approach acts as a preventive model of health and social care within the built environment, whilst at the same time, supporting the social objectives of planning outlined in the NPPF. It puts people at the forefront of decision-making, acknowledging the value of our residents' health and wellbeing in support of a successful, inclusive, and healthy city region.

6.50 The city region has an ageing population which presents a number of health- and well-being-related challenges to those over 65 years old. Older populations are more likely to have worse-health related quality of life based on their mobility, ability to self-care, undertake their usual activities, levels of pain and discomfort and levels of anxiety and depression. Not being able to access vital social and community infrastructure can lead to social isolation and cases of loneliness, which in themselves are major public health issues.

6.51 It also means planning for the right kind of homes in the right places so that our residents can grow and age independently in their homes and communities. The quality of older housing stock across the city region is a major challenge for the ageing population as they tend to have more hazards, including cold, damp and general fall hazards compared with newer homes. The HEDNA analysis identified the need for specialist accommodation for older people and the potential requirements for housing to be built to the higher technical standards for accessibility and wheelchair uses (M4(2) and M4(3) respectively.

6.52 The Metro Mayor and Combined Authority will continue to work closely with healthcare agencies, such as the local health and wellbeing boards and public health teams, Integrated Care Systems (ICSs) and other government bodies to ensure that local needs and demands are accurately and positively planned for when considering future development. This is essential to ensuring that not only are the right types of homes delivered, but also ensuring that primary and secondary health and social care facilities such as local hospitals, pharmacies, specialist health units and GP surgeries can properly provide high-quality treatment when it is needed for our residents.

6.53 Potential positive and negative impacts on wider health and wellbeing outcomes should be considered and discussed with local planning authorities during the early stages of preparing and submitting a planning application, to ensure that these principles are understood and incorporated into the original design concept. To demonstrate this, and to inform decision-making and speed up the process, Health Impact Assessments will be required for development proposals defined as of 'potential strategic importance'[80].

6.54 Public open spaces, playing fields, sports and recreation facilities also provide a wide range of social, health and environmental benefits, and are a vital component of the wider Green Infrastructure network across the city region. They can connect residents to open spaces at the neighbourhood level, provide opportunity for walking and cycling and are especially important for improving wildlife corridors. Proposals to enhance open spaces to provide a wider range of benefits could include improved public access, inclusive design, recreation facilities, habitat creation, landscaping improvement or Sustainable Drainage Systems (SuDS).

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[80]Proposals of 'potential strategic importance' comprises development defined as such by SDS related legislation (ref. Liverpool City Region Order 2017/ Town and Country Planning (Mayor of London) Order 2008) which includes development of 500 homes or more, or non-residential development with a total floorspace more than 30,000 sqm.

6.55 Quality of diet has a clear influence on health and health inequity, with levels of obesity and associated health problems presenting an issue across the city region. Applications for change of uses to new hot food outlets should be assessed on a case-by-case basis, using local evidence and intelligence This is by no means exhaustive, but their location in relation to schools, their role on the night-time economy or their contribution to retail centre, for example, could be considered when assessing planning applications for such uses.

6.56 Providing land for food growing helps to support the creation of a healthier food environment. At the local scale, it can help promote more active lifestyles and better diets, improve food security, social integration and community cohesion and can contribute towards improved mental and physical health and wellbeing. At a more macro scale, providing land for food growing helps to support farming and agriculture. Providing food closer to source helps to create a sustainable food network for the city, supports the local economy, and reduces the need to transport food, thereby reducing transport emissions and helping to address climate change.

6.57 Where space for temporary food growing is challenging, innovative solutions to the delivery of small-scale food growing opportunities could include green roofs and walls, reutilising existing under-used spaces and incorporating spaces for food growing in community schemes. For all food growing, consideration should be given to the historic use of the land and any potential contamination.

6.58 Local Plans and their detailed local evidence will continue to provide the appropriate basis for other thresholds and development proposals on which to undertake impact assessments in line with national and local planning policy.

Question 34

**To what extent do you agree with this policy approach?
(1 - strongly disagree, 2 - somewhat disagree, 3 - neutral, 4 - somewhat agree, 5 - strongly agree)**

Question 35

How could this policy be improved?

Policy LCR DP5 - Impacts on Health

Development plans and proposals should plan positively to ensure that adverse impacts on human health are avoided or mitigated. This will be achieved by:

a) Securing opportunities to improve, and minimise the impacts on air quality from new development, ensuring that proposals do not lead to any significant deterioration in air quality, impede the objectives of an Air Quality Management Area or Action Plan, or lead to the declaration of a new Air Quality Management Area;

b) Ensuring risks to people's health, both immediate and long term, caused by flooding or coastal erosion, land instability or land contamination are minimised through the appropriate location and design of new development;

c) Ensuring development does not have an unacceptable impact on health, including by air, water, light and noise pollution, nuisance, dust, odours, vibration, land instability and land contamination;

d) Applying the 'Agent of Change principle' where existing established uses could have significant adverse health effects on users or occupiers of new development;

e) Ensuring development does not adversely impact residential amenity or the amenity or operation of existing businesses, or would result in unacceptable impacts from traffic.

Objectives met

Health and Wellbeing

Placemaking, Communities and Housing

Explanation

6.59 Threats to physical and mental health and wellbeing go further than genetics or access to healthcare provision and can be as a result of environmental factors. These include poor air quality, noise or other nuisance or the risks posed by flooding, coastal erosion, land instability or contaminated land. To mitigate the impact on health and wellbeing, both individual and cumulative impacts of development on health should be considered.

6.60 Poor air quality is a major issue across large parts of the city region and has a direct impact on the health, quality of life and the life expectancy of residents. The LCR Air Quality Action Plan sets out a series of actions to improve air quality, including through the use of planning guidance and legislation across wider Combined Authority policy areas. It expects that health, air quality and climate considerations are factored clearly into plan-making and decision-taking.

6.61 New development should be designed and built sustainably, as far as is possible, to improve local air quality and reduce the sources of and the extent to which the public are exposed to poor air quality.

It should also plan for active travel by reducing demand for more polluting forms of transport, promote quality design and the greening of development should be considered at the early design stage.

6.62 Residential amenity has a significant and valuable impact on the way in which people use their homes and includes elements that are particularly relevant to the living conditions of a home. Residents' health and wellbeing is directly related to the amount of residential amenity they can enjoy and contributes to well-designed, strong, vibrant and healthy communities. Considerations which apply to air quality will, in many cases, apply equally to noise. Where there are high levels of pollution from traffic, there will also tend to be high ambient noise levels. Development should be designed to alleviate the impacts of this.

6.63 Other forms of pollution such as noise and other nuisances such as light, air, dust and odours can also have an adverse impact on health and wellbeing. This is particularly important for development proposed for co-location with industrial and other noise-generating uses, as well as the intensification of industrial estates, and especially when considering residential

housing and other noise-sensitive development. Impacts such as noise and light pollution on local wildlife and biodiversity should also be considered through appropriate location, design and scheduling. Individual, and where necessary cumulative impacts should be considered to ensure that overall, development does not have an unacceptable impact on health and wellbeing.

6.64 The Agent of Change principle is included in the National Planning Policy Framework. Planning Practice Guidance provides further information on how to mitigate the adverse impacts of noise and other impacts such as air and light pollution. The responsibility for mitigating against these impacts are placed firmly on the new development and existing businesses and uses should not have onerous or unreasonable restrictions placed on them because of new development.

6.65 Most of the health burden associated with the impacts of flooding and coastal erosion and land instability are the impacts on mental health and wellbeing that is frequently associated with acute and long-term effects. Land-use planning should seek to minimise the risk and effects of flooding, coastal erosion and

land-instability on property, infrastructure and the general public by ensuring that development does not occur in or on unstable, unsuitable or vulnerable locations without appropriate mitigation.

6.66 Furthermore, this policy seeks to ensure that development does not add to the impacts of physical change or impact on natural processes such as coastal changes. Relevant stakeholders should be involved in the early stages of master planning, building design and layout arrangements, providing relevant technical input to ensure the development does not negatively impact on physical and mental health and wellbeing.

6.67 Land contamination can also harm human health and wellbeing, soils, ecosystems including wildlife, animals and wetlands, property and food and drinking supplies. Dealing with land contamination can help make the environmental clean and safe, and through regeneration it can enhance the health and wellbeing and add to the economic, ecological and amenity value of the area.

6.68 When considering land that is potentially contaminated for future development, there is a balance between bringing land back into

productive use, appropriately remediating the land and either prohibiting unsuitable development or only allowing specific types of development in those areas. Developers should establish the suitability and layout of new development to avoid potential hazards, and implementing ground improvement techniques to improve the safety and health of the environment and future occupants.

6.69 Local Plans and their evidence base will provide detailed information in terms of appropriate land use and further information or assessments required as part of the planning application process to ensure that adequate and environmentally acceptable mitigation measures are in place.

Question 36

To what extent do you agree with this policy approach?
(1 - strongly disagree, 2 - somewhat disagree, 3 - neutral, 4 - somewhat agree, 5 - strongly agree)

Question 37

How could this policy be improved?

Policy LCR DP6 - High Quality Design

Development plans and proposals should deliver well designed and high-quality buildings and places that are attractive, inclusive, healthy, safe and environmentally sustainable. This will be achieved by:

a) Following a design-led approach that responds positively to local character and distinctiveness, including townscape and landscape, and its wider setting through its appearance and design, density and, use and choice of construction materials;

b) Where appropriate, setting detailed design requirements, such as design guides, independent design review panels, design codes, masterplans and design competitions;

c) Integrating design measures that help mitigate and adapt to climate change, including high energy efficiency performance, water resource efficiency, green and blue infrastructure and flood risk management;

d) Incorporating Active Design principles to help promote healthy lifestyles for all ages including the facilitation of active travel;

e) Providing opportunities for social interaction as part of new development including through the provision of new, or integration with existing community facilities and public spaces;

f) Ensuring employment related development is designed to achieve a healthy and safe working environment for its users and employees;

g) Ensuring that development is proportionate in size and scale and does not result in an adverse impact on visual amenity;

h) Ensuring acceptable levels of amenity, outlook, privacy, sunlight, and daylight for future and neighbouring occupants;

i) Maximising the resilience of buildings and minimising potential physical safety risks, including those arising as a result of extreme weather, fire, flood and related hazards, incorporating any necessary measures at the earliest possible stage of the design process;

j) Ensuring safe access is provided for emergency vehicles and servicing requirements associated with development;

k) Ensuring development is designed to minimise waste, utilising reclaimed and recycled construction materials where appropriate and facilitating the source separation, storage, collection and recycling of waste during use.

Objectives met

Climate Change and Environment

Health and Wellbeing

Prosperous and Inclusive Economy

Placemaking, Communities and Housing

Social Value

Explanation

6.70 The NPPF states that the Government attaches great importance to the design of the built environment and that good design is indivisible from good planning and should contribute to making places better for people. Good design is an important part of sustainable development because it generates better places to live and work and helps communities embrace these places.

6.71 The publication of the Government's "Living with Beauty: Promoting Health, Well-being and Sustainable Growth - The report of the Building Better, Building Beautiful Commission" (January 2020) further supports the promotion of high-quality beautiful design by emphasising the relevance of design throughout the planning and development process. Research demonstrates that beauty is much more than just aesthetics; it establishes a link between well-designed environments and improved health and well-being[81].

6.72 The Metro Mayor and Combined Authority is committed to ensuring that development in the city region meets the highest standards, resulting in attractive, safe, and resilient

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[81]Living with beauty, January 2020. Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/861832/Living_with_beauty_BBBBC_report.pdf.

buildings and areas that promote healthier and happier lives. To promote the importance of design quality the Metro Mayor appointed Stirling Prize winning architect, Paul Monaghan as the LCR Design Champion in November 2019. The Combined Authority, in collaboration with the Liverpool City Region Design Champion and RIBA North, have held a number of design competitions, including, 'Forgotten Spaces' in February 2020, the 'Town House Design' competition in 2021 and the remodelling of a traditional 'Terrace' competition in June 2023.

6.73 All development should be of high design quality and make a positive contribution to the character and distinctiveness of its location. The Liverpool City Region has its own character and within it each part of the city region has its own distinctive character, and all designs must complement these variations and ensure new proposals are grounded in local context.The Liverpool City Region has a strong tradition of high-quality design winning national awards which extends to more recent developments including:

- The Everyman Theatre in Liverpool, designed by Haworth Tompkins, which won the 2014 RIBA Stirling Prize.

- The Gables in Crosby designed by DK-Architects the winner of an RIBA National Award 2021.

- Liverpool's Royal Court Theatre refurbishment by Allford Hall Monaghan Morris which was a winner of an RIBA National Award 2018.

6.74 As well as for placemaking:

- The Pier Head and Leeds Liverpool Canal link in Liverpool City Centre which won the 2010 RIBA CABE Public Space Award.

6.75 In light of a number of recent high profile tragic events, emphasis on fire safety and the need to create a safe environment for all members of the community form an integral part of high-quality design. This is covered in more detail in the Policy LCR DP15 Safer Placemaking.

6.76 Development that is of high-quality design has the potential to make positive contributions to all five SDS objectives. With a growing recognition and emphasis on good design and 'beauty', this policy offers the opportunity to ensure that the LCR's concept of what this entails can be delivered.

6.77 Achievng the highest density possible could be considered one way of optimising site capacity. However, in certain circumstances this will be harmful, for example to heritage assets or local character as well as the potential to have a detrimental impact on the established proportion and scale of development in the area. As such, a design led approach is required by the policy to account for this. The concept of 'distinctiveness' also forms part of the policy, as does a robust approach to standard design approaches that do not reflect local distinctiveness or character and could be built anywhere across the country.

Question 38

To what extent do you agree with this policy approach?
(1 - strongly disagree, 2 - somewhat disagree, 3 - neutral, 4 - somewhat agree, 5 - strongly agree)

Question 39

How could this policy be improved?

Policy LCR DP7 - The Natural Environment and Nature Recovery

In recognition of its importance in supporting nature recovery, mitigating and adapting to climate change and offering health and wellbeing benefits, development plans and proposals should plan positively for the city region's natural environment by:

a) Ensuring green and blue infrastructure is protected, enhanced, maintained and expanded in an integrated way with opportunities for public access secured where appropriate;

b) Expecting development to complement, restore or enhance landscape character as appropriate and mitigate any impacts with regard to local evidence;

c) Protecting identified sites designated for their nature and/or geological conservation importance with the highest level of protection given to international and then national and local designations (in accordance with relevant legislation and consistent with national planning policy);

d) Requiring development that is likely to have a significant effect on an internationally important site, including functionally linked land, to be subject to a Habitats Regulations Assessment, unless the development is directly connected with or necessary to the management of the site. Development that has an adverse effect on internationally important sites will only be permitted where it is demonstrated through an Appropriate Assessment that additional mitigation is sufficient to avoid likely significant effects, and the Integrity Test is met. If the Integrity Test is not met, development must demonstrate that there are no suitable alternatives and any imperative reasons of overriding public interest, and provide suitable compensatory provision;

e) Following the 'mitigation hierarchy' (consistent with national planning policy) whereby if significant harm resulting from development on biodiversity cannot be avoided then this must be minimised, adequately mitigated, or, as a last resort, compensated;

f) Targeting the location of any appropriate mitigation, replacement or compensation measures using a sequential approach as follows (in order of preference) as appropriate:

   i. The development site;

   ii. The immediate locality and/or within the LCR Ecological Network and/or Nature Improvement Area;

   iii. Locations that fall within the LCR Ecological Network and/or Nature Improvement Area and within the local authority area;

   iv. Locations that fall within the LCR Ecological Network and/or Nature Improvement Area within the city region;

   v. Other ecologically appropriate locations within the city region.

g) Ensuring development within the LCR Nature Improvement Area enables or contributes towards its effective functioning, and contributes to the creation and/or management of habitats as set out in the Nature Improvement Area Focus Area Profiles;

h) Requiring an Ecological Appraisal for development proposals that would impact on a nationally or locally designated nature conservation site, Priority Habitat(s), legally protected species or Priority Species;

i) Securing the provision of a minimum 10% Biodiversity Net Gain as a result of new development, to be delivered on-site or, where not possible, off-site following a sequential approach as outlined under f), guided by the LCR Ecological Network/Nature Improvement Areas and LCR Local Nature Recovery Strategy (when prepared);

j) Encouraging and supporting proposals that would achieve greater than 10% Biodiversity Net Gain and Marine Net Gain as appropriate subject to consistency with other SDS and Local Plan policies;

k) Preventing the unacceptable loss or damage of trees and woodland as a result of development, securing replacements where appropriate;

l) Ensuring development does not give rise to unacceptable impacts (including cumulatively) on the natural environment in terms of pollution (including air quality, water quality, light and noise), contamination, land instability or degradation.

Objectives met

Climate Change and Environment	Health and Wellbeing	Placemaking, Communities and Housing

Explanation

6.78 This policy sets out a strategic approach to planning for the natural environment and recovery of nature in response to the issues faced in the city region consistent with relevant legislation, national planning policy and guidance.

6.79 The approach taken to green and blue infrastructure recognises the multiple benefits offered by these assets (further detailed in Policy LCR SP6 - Green and Blue Infrastructure) and the importance of widening public access where this is appropriate.

6.80 The city region has a varied landscape character contributing to a sense of place, local distinctiveness and quality of life. Given its strategic importance, this policy seeks ensure landscape character is addressed as part of development proposals with regard to evidence including local authority landscape character assessments and the Merseyside Historic Character Study.

6.81 The key message of the [LCR State of Nature Report 2022](#)[82] is that the city region's natural environment has suffered from a history of loss, degradation and pollution and as a result it is currently in a much-degraded state. Furthermore, climate change poses significant threats to nature and biodiversity in the city region, particularly species decline as natural habitats alter or disappear due to changing weather patterns and rising sea levels. To reverse this decline, and allow the LCR to move forward and prosper in a cleaner and greener way and address the challenges of climate change for people and wildlife, nature recovery is essential.

6.82 The city region contains a wide range of sites, habitats and species designated for their local, national or international importance to nature or geological conservation[83]. The protection and enhancement of these designations as part of the planning process is well established in practice, including the meeting of necessary legal requirements such as Habitats Regulations[84]. This policy sets out the overarching approach as to how the hierarchy of sites, habitats and species in the city region will be protected and managed; and guides how appropriate mitigation, replacement or other compensation measures should be identified allowing further details to be set out in local plans as necessary. This SDS is subject to its own [Habitats Regulations Assessment (HRA)](#)[4] to consider any potential significant adverse effects to a European site.

6.83 A key feature of this approach is the [Liverpool City Region Ecological Network](#)[77] and its Nature Improvement Area (NIA) as a strategic focus for nature recovery in the city region. The LCR NIA identifies opportunities for further habitat restoration, creation, or enhancement, focussed within 17 Nature Improvement Focus Areas. This forms a key part in the sequential approach to securing any necessary mitigation, replacement or compensatory measures. It is anticipated that the LCR Ecological Network will provide an existing basis on which to prepare a new statutory Local Nature Recovery Strategy for the city region (see below). This draft policy will be reviewed in light of progress on this.

6.84 As part of the response to the global nature emergency, the Environment Act 2021 has introduced the mandatory requirement for measured and lasting biodiversity

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[82] https://www.liverpoolcityregion-ca.gov.uk/sdsengagement

[83] Further detailed in the Liverpool City Region Ecological Network evidence base available at Documents – Liverpool City Region Ecological Network (lcreconet.uk) and LCR SDS Habitats Regulations Assessment Scoping Report 2021.

[84] The Conservation of Habitats and Species Regulations 2017 (as amended)

improvements (a minimum of 10%) to be delivered as a result of new development – referred to as Biodiversity Net Gain (BNG)[85]. This will be required from January 2024 (and April 2024 for small sites). BNG is an approach to development, and/or land management, that aims to leave the natural environment in a measurably better state than it was beforehand. The 'net gain' – comparing the site's original or baseline condition with its post-development status – can be measured by using a consistent biodiversity metric[86] set out in a biodiversity gain plan.

6.85 Further regulations and guidance on the application of BNG are to be published by government and will inform the approach to implementation in the city region. One key principle will be ensuring any gains are provided in, or as close as possible to, the development site through the application of a sequential approach with any provision outside of the LCR considered as a last resort. Where provision of BNG is to be made off-site, the LCR Ecological Network (which includes the identification of the Nature Improvement Area) is considered to provide a good basis

to guide appropriate locations for nature recovery in order to meet strategic biodiversity improvement goals. The LCR constituent local authorities and MEAS are continuing to work collaboratively in establishing a consistent approach to the implementation of BNG provision in the city region and this policy approach will be reviewed accordingly.

6.86 Whilst the legislative requirement for BNG is at least 10%, given the extent to which biodiversity has been depleted in the city region, proposals seeking to exceed 10% would be supported where this would be consistent with other SDS and Local Plan policies. By monitoring the delivery of BNG (once the requirement is being implemented) consideration will be given to whether a higher than 10% target would be appropriate for the city region.

6.87 The Environment Act 2021 also introduces the new requirement for the preparation of Local Nature Recovery Strategies (LNRS). The Combined Authority will be the 'responsible authority' for preparing a LNRS covering the city region with local authorities acting as 'supporting

authorities'. The LNRS will set out the priorities for nature recovery, map valuable existing areas for nature and identify areas for habitat improvement. Regulations and guidance on the preparation LNRSs were published by government in March 2023[87] with further details expected in later in the year. Preparation of the Liverpool City Region LNRS will be carried out in accordance with these.

6.88 The Combined Authority will continue to work with partners such as Nature Connected, the Local Nature Partnership, to provide a landscape scale and strategic approach for nature recovery in the city region.

Question 40

To what extent do you agree with this policy approach?
(1 - strongly disagree, 2 - somewhat disagree, 3 - neutral, 4 - somewhat agree, 5 - strongly agree)

Question 41

How could this policy be improved?

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[85]See: https://naturalengland.blog.gov.uk/wp-content/uploads/sites/183/2022/04/BNG-Brochure_Final_Compressed-002.pdf

[86]See: https://www.gov.uk/guidance/biodiversity-metric-calculate-the-biodiversity-net-gain-of-a-project-or-development

[87]See: Local nature recovery strategy: what to include - GOV.UK (www.gov.uk)

Policy LCR DP8 - Making the Best Use of Land

Development plans and proposals should ensure the efficient and effective use of land. This will be achieved by:

a) Promoting and supporting the development of suitable underutilised and previously developed/brownfield land to meet identified needs (consistent with Policy LCR SS1 - Liverpool City Region Spatial Strategy, LCR SP3 Brownfield Deliverability and Regeneration and LCR DP10 Sustainable Travel and Transport);

b) Recognising and promoting the value of existing buildings, places and assets as a catalyst for place-based regeneration;

c) Taking opportunities to utilise and integrate with existing infrastructure assets;

d) Proactively exploring the potential to intensify the use of land for; an appropriate mix of homes or places of employment, promoting higher density development where appropriate;

e) Applying a design–led approach to determine the optimum development capacity of sites;

f) Recognising the role and potential of some previously developed/brownfield land for a range of sustainable uses including green and blue infrastructure, sustainable transport or low-carbon/renewable energy generation where appropriate;

g) Tackling land contamination and stability issues with appropriate mitigation and remediation.

Objectives met

Climate Change and Environment

Health and Wellbeing

Placemaking, Communities and Housing

Explanation

6.89 The need to ensure land is used in and effective and efficient way is set out in national planning policy. In the city region, making the best use of land is highly important in the achievement of regeneration objectives (further detailed in Policy LCR SP3 - Brownfield Deliverability and Regeneration). By prioritising the use of sustainable brownfield/previously developed and underutilised land to accommodate future needs for housing and other uses, this objective can be achieved.

6.90 There are sites and areas in the city region where higher density development could be considered appropriate, making efficient use of limited land supply and promoting regeneration. Key considerations in appropriateness include access to existing or planned infrastructure (particularly sustainable transport), housing needs, viability, setting and character. Where appropriate, Local Plans should set out density standards reflective of local circumstances, as well as design criteria or use of design codes or masterplans to optimise site capacity.

6.91 This policy also recognises that some brownfield/previously developed land in the city region may be most effectively used for other sustainable functions or uses, such as those outlined. This could include open space for recreation, wildlife habitat creation, carbon storage, flood management, active/sustainable travel infrastructure or renewable energy provision. In doing so, this would contribute towards achieving climate change, nature recovery and health and wellbeing objectives.

6.92 The legacy of previous land uses in the city region, particularly industrial, has meant that significant remediation or land stabilisation is required in order for some brownfield land to be redeveloped. This policy supports appropriate measures to overcome these issues in order to bring land back into suitable use, including utilising Combined Authority funding where appropriate, consistent with Policy LCR SP3 - Brownfield Deliverability and Regeneration and Policy LCR DP5 - Impacts on Health.

Question 42

To what extent do you agree with this policy approach?
(1 - strongly disagree, 2 - somewhat disagree, 3 - neutral, 4 - somewhat agree, 5 - strongly agree)

Question 43

How could this policy be improved?

Policy LCR DP9 - Infrastructure Provision

Development plans and proposals should support and contribute positively towards the creation of sustainable places that are well served by the range of infrastructure needed. This will be achieved by:

a) Ensuring that development is served and supported by the infrastructure necessary to meet the needs of its users and secure the provision of new, replacement or enhanced infrastructure where necessary. This includes (in no particular order) but not limited to:

- Social infrastructure including education, healthcare, community facilities, built sports and recreation facilities;

- Green and blue infrastructure, including public open space and outdoor sports provision;

- Public rights of way including walking and cycling paths, routes and networks;

- Public transport infrastructure;

- Highways infrastructure;

- Utilities, including water, wastewater, electricity and digital.

b) Ensuring that development integrates with existing infrastructure where feasible;

c) Protecting existing infrastructure from loss, and safeguarding land for future planned infrastructure where a need has been identified;

d) Where appropriate and subject to viability considerations, requiring developers to provide necessary infrastructure directly or securing contributions (including provision for long-term, on-going management and maintenance where appropriate) through appropriate mechanisms such as Section 106 or Section 278 agreements, Community Infrastructure Levy (CIL) or other potential future tariffs/levies, in accordance with national planning policy and relevant legislation;

e) Ensuring infrastructure is delivered in a co-ordinated and programmed way in order for service or capacity provision to align with development phasing and minimise any impacts on local communities.

Objectives met

Climate Change and Environment

Health and Wellbeing

Prosperous and Inclusive Economy

Placemaking, Communities and Housing

Explanation

6.93 As set out in the vision and objectives, delivery of new infrastructure is a key priority of this Plan. It provides benefits for new and existing communities and is essential to ensure growth of the LCR is sustainable. To create sustainable communities, it is not sufficient to provide housing, employment and economic growth opportunities alone, development also needs to be supported by the necessary physical, social and green infrastructure.

6.94 The delivery of infrastructure is dependent on partnership working between a variety of public, private and voluntary sector agencies and a variety of funding sources. The forecast strategic infrastructure needs for the SDS are identified in the Strategic Infrastructure Plan (SIP) Initial Engagement Draft (2023)[4] and the key strategic infrastructure requirements are set out in Policy LCR SP4 – Strategic Infrastructure. The LCR constituent local authorities' Infrastructure Delivery Plans (IDPs) give details of the infrastructure that is required to support the growth set out in their Local Plans. It is important that the IDPs are updated regularly, in order to identify and prioritise infrastructure provision as part of an integrated approach to planning

and infrastructure delivery. The impact and effectiveness of the IDPs should be tested annually through the LCR constituent local authorities' Authority Monitoring Report (AMR) and/or Infrastructure Funding Statement (IFS) and they should be updated accordingly.

6.95 Where new development creates a need for new or improved infrastructure, this policy sets a requirement (in accordance with national guidance on planning obligations), for development to provide or support local infrastructure, services and facilities. Site-specific planning obligations should be used to secure delivery of infrastructure needs arising from development. The Community Infrastructure Levy or any other potential future tariffs/levies should also be applied as appropriate, to help deliver infrastructure.

6.96 Covid-19 pandemic lockdowns highlighted the importance of having access to a range of infrastructure and services locally with many people spending more time closer to where they live, working at home, relying on local shops and services, using public open space and cycling and walking more. However, the pandemic lockdowns also highlighted disparities in levels of access to infrastructure in the city region, for example to good quality green spaces.

6.97 Sustainable placemaking is about creating places where people can meet most of their everyday needs within a short walk or cycle of their home. This policy supports the creation of sustainable places and neighbourhoods through ensuring infrastructure is provided so that communities have sufficient levels of locally accessible facilities and services.

6.98 In accordance with Policy LCR DP8 – Making the Best Use of Land, where appropriate, new infrastructure proposals should seek to make the best use of land, including the co-location of uses such as schools, colleges, sports and community uses for the wider community. The LCR constituent local authorities should encourage service providers and developers to engage at the plan-making and pre planning application stage. This is to ensure that all necessary infrastructure can be identified and planned for, and that where an opportunity arises for services to be co-located and jointly delivered, this can be done with minimal interruption to local residents and businesses.

6.99 In order to support sustainable growth in the city region, this policy seeks to protect, safeguard and improve social, physical and green infrastructure. The loss of sports and leisure facilities (including playing pitches) should be assessed against paragraph 99 of the NPPF[6] and relevant Local Plan policies.

6.100 Delivering the infrastructure required to support new development, including transport, schools and health facilities is challenging in some parts of the LCR where there is poor development viability, or on specific sites where there are significant constraints to be overcome, such as contamination. In considering the purchase of land, developers should take into account the costs associated with delivering planning policy requirements, including necessary infrastructure provision, as well as undertaking the necessary due diligence to identify site-specific issues which may increase development costs.

Question 44

To what extent do you agree with this policy approach?
(1 - strongly disagree, 2 - somewhat disagree, 3 - neutral, 4 - somewhat agree, 5 - strongly agree)

Question 45

How could this policy be improved?

Policy LCR DP10 - Sustainable Transport and Travel

Development plans and proposals should plan positively to improve transport connectivity across the city region in ways that enable sustainable growth, promote modal shift, reduce carbon emissions, improve air quality and ensure safety. This will be achieved by:

a) Securing patterns of development that allow people access to a good range of jobs, services, facilities and recreation opportunities through a choice of sustainable and active travel modes;

b) Maximising opportunities for development to be served and accessed by sustainable modes of transport wherever practicable, guided by the priorities of the Sustainable Transport Hierarchy;

c) Ensuring, through site layout and design, that access to sustainable transport modes is convenient, safe, attractive and of a high quality;

d) Ensuring potential transport related impacts of development proposals including network capacity, safety, accessibility, carbon emissions, air quality, noise and other amenity issues are fully addressed with the requirement to submit Transport Assessments or Statements as appropriate;

e) Ensuring development proposals manage travel demand and maximise use of sustainable transport with the requirement to submit a Travel Plan as appropriate;

f) Maintaining and making best use of existing transport network assets and securing improvements where appropriate (with regard to other policies in the SDS);

g) Supporting and promoting the sustainable movement of goods and freight including use of rail and/or water borne transport and encouraging freight and logistics developments to be multimodal;

h) Supporting sustainable 'last mile solutions' that are consistent with the Sustainable Transport Hierarchy;

i) Protecting public rights of way and where necessary, securing improvements to and integration with the existing network such as new connections or linkages;

j) Safeguarding potential routes for active travel and other sustainable modes of transport;

k) Requiring new development to provide electric vehicle charging points and/or infrastructure, with appropriate regard to any local parking or infrastructure standards;

l) Requiring new development to provide, where appropriate, convenient, safe and secure facilities for cycle and other active travel users.

Objectives met

Climate Change and Environment	**Health and Wellbeing**
Prosperous and Inclusive Economy	**Placemaking, Communities and Housing**

Explanation

<u>National Policy</u>

6.101 The NPPF explicitly sets out that transport issues should be considered from the earliest stages of plan-making and development proposals, so that: *"…c) opportunities to promote walking, cycling and public transport use are identified and pursued; d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains"*[88]. The NPPF goes on to state that *"the planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health"*[89].

[88]NPPF 2021, para 104.

[89]NPPF 2021, para 105.

6.102 As recognised in the NPPF, integration of planning and transport is crucial for sustainability and well-being of communities across the LCR. The strength and future success of the LCR as a whole and the strategically important sites / broad locations identified in this SDS will depend partly on the quality of sustainable transport connections. Such links are vital for enabling businesses to take advantage of the city region's huge labour market and skills base, and for residents from all parts of the LCR, and particularly those living in deprived neighbourhoods, to access the large number of jobs, leisure opportunities, social infrastructure (such as education and health care) and other facilities, as this will help to reduce levels of deprivation.

Case for Change

Private car uptake

6.103 A significant number of trips are made by private car, while fewer are made by foot, bike, rail, or other clean modes of transport. Travel trends have revealed that a high proportion of journeys are undertaken by private car, particularly when compared to active travel and railway journeys, whilst the proportion of journeys undertaken by bus in the LCR are higher than those undertaken nationally[90].

Freight movement

6.104 Freight trends have also shown road movements in general hold a dominant mode share. In particular, there has been a large increase in the volume of LGV traffic over recent years, which is forecast to rise further leading up to 2050.

Carbon emissions & air quality

6.105 Transport is a major source of carbon emissions that, in turn, are a major cause of climate change. Therefore, transport can play a key part in the development of a low carbon economy. Many of the priorities identified in this policy will play an important part in helping to reduce carbon emissions resulting from transport and therefore supporting the Combined Authority's target to be net zero carbon by 2040. Measures to reduce the need to travel, widen travel choice and reduce dependence on the private car, alongside investment in low-carbon vehicle technologies are an important part of helping to meet the Combined Authority's and national climate change targets. Similarly, they form an important part of the Combined Authority's drive to tackle air quality issues, particularly (but not exclusively) within Air Quality Management Areas across the LCR[91].

Emerging LCR Local Transport Plan 4

6.106 A key aspiration of the Combined Authority is to be a city region that connects all of our communities to opportunity through a reformed, fully integrated public transportation system that provides a true alternative to the car.

6.107 The LCRCA Local Transport Plan purpose is to set out plans for transport services and investment to 2040. The vision is:

"To plan and deliver a future-facing, clean, safe and accessible transport system built to last. It will focus on moving people, goods and freight around the region in a way that delivers our local ambitions. Particular focus will be on a net zero carbon emitting city region by 2040 or sooner".

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[90]Census data 2021.

[91]See: LCRCA Air Quality Action Plan, 2020. Available: https://www.liverpoolcityregion-ca.gov.uk/improving-our-air-quality

6.108 The five key goals of LTP4 put simply are:

> **GOAL 1** Support good, clean job growth and opportunity for all
>
> **GOAL 2** Achieve net-zero carbon and an improved environment
>
> **GOAL 3** Improve health and quality of life
>
> **GOAL 4** Transport that's well maintained and tough
>
> **GOAL 5** Plan and respond to uncertainty and change and be innovative

6.109 A core aim of LTP4 is to ensure that transport movement and investment supports the principle of placemaking. This means the creation of new developments, streets and places that are designed and prioritised in a high quality way and for people, fundamentally. The placemaking principles set out in the LTP4 emphasises the importance of transport in supporting placemaking; this must involve creating a sense of place in all transport and development schemes, in which people wish to spend time and where space is prioritised for walking, cycling and wheeling rather than on ensuring

that motorised traffic can travel from A to B in the shortest possible time. Measures to achieve very significant modal shift and a large reduction in vehicle trips form a big part of the LTP strategy. LTP4 will set out a transport hierarchy approach as shown in figure 6.2 to support this placemaking approach. This sets the Combined Authority's clear expectation that movement by people, and then by public transport users must be considered and planned for as the first priorities.

Figure 6.2 Sustainable Transport Hierarchy

Private Car/Motorcycle   Private Taxi   Commercial Vehicles   Public Transport   Walking and Cycling

6.110 This hierarchy will be further developed by the emerging Local Transport Plan 4 (LTP4).

6.111 The Combined Authority will follow the Sustainable Transport Hierarchy when preparing new plans and schemes and where appropriate when considering new infrastructure investments and in planning decisions.

6.112 It is recognised that not all development for example, householder proposals, should be required to demonstrate a modal shift or sustainable transport measures. Rather, it is envisaged that the Sustainable Transport Hierarchy would be particularly important when assessing larger development proposals and in identifying development sites as part of plan making within the LCR.

6.113 Government funding and support from developers, will be essential for the delivery of some of these transport interventions set out in LTP4. New developments will also help generate the demand for transport services that will help make new investment viable.

LCR Cycling and Walking Infrastructure Plan

6.114 The LCRCA Local Cycling and Walking Infrastructure Plan (CWIP) sets out a strategic approach to developing a cohesive network of high standard active travel routes across the LCR to allow people to walk and cycle for short journeys. This policy will help implement this by or by prioritising developments in close proximity to housing, educational, retail and employment areas that are more likely to be conducive to walking and cycling.

Transport Assessments

6.115 Interventions may be required upon assessment of a development proposal to avoid, minimise or mitigate the impact of development. The detailed design of these interventions will be determined by Transport Assessments to fully understand the impact of the development and to identify appropriate solutions.

6.116 Where proposals involve access to or likely adverse impacts on the Key Route Network, there will be a requirement to work in partnership with National Highways to address any major implications on highway connectivity, reliability and impact of new infrastructure.

Question 46

**To what extent do you agree with this policy approach?
(1 - strongly disagree, 2 - somewhat disagree, 3 - neutral, 4 - somewhat agree, 5 - strongly agree)**

Question 47

How could this policy be improved?

Policy LCR DP11 - Energy

Development plans and proposals should contribute towards the reduction of carbon associated with energy generation and consumption, and minimising energy costs to communities and businesses. This will be achieved by:

a) Supporting proposals for the provision of renewable or low carbon energy and associated infrastructure (including battery/storage facilities) subject to fully addressing potential adverse impacts including amenity, health, landscape, the built and natural environment and national Green Belt policy;

b) Supporting opportunities for the development of and/ or connection to decentralised local renewable or low carbon energy provision such as district heat networks where feasible, informed by relevant evidence;

c) Promoting sustainable energy consumption in new development in accordance with the following Energy Hierarchy whereby development should (in priority order):

   i. Minimise energy demand;

   ii. Maximise energy efficiency;

   iii. Utilise renewable energy;

   iv. Utilise low carbon energy; and

   v. Utilise other energy sources.

d) Ensuring all new development for housing, employment and other uses provide high standards of sustainable design, construction and energy efficiency, setting through Local Plans where appropriate minimum renewable or low carbon energy requirements where viable and feasible;

e) Supporting and facilitating the retrofitting of existing buildings, where appropriate, to improve energy efficiency and/or allow for renewable energy generation or supply (where planning permission is required);

f) Supporting the provision of electric and ultra-low emission vehicle charging or refuelling infrastructure taking full account of network capacity and demand and safety.

Objectives met

Climate Change and Environment

Prosperous and Inclusive Economy

Placemaking, Communities and Housing

Explanation

6.117 Supplying and consuming energy in a more sustainable manner, firstly, through reducing energy demand and secondly, by utilising cleaner, greener energy has multiple benefits. These include reducing carbon emissions, supporting growth of the low carbon economy (and creating skilled jobs), improving energy security, mitigating the impacts of rising energy costs and alleviating fuel poverty.

6.118 Planning can play a key role in delivering these benefits through supporting the provision of renewable and low carbon energy supply and ensuring that energy efficiency is prioritised in new development.

6.119 Previously identified opportunities for renewable energy provision in the LCR include onshore wind, biomass, district heating, building integrated wind turbines and solar photovoltaics as well as offshore wind and tidal power[92]. The LCR Sustainable Energy Action Plan[93] sets out priorities, targets and actions to realise the potential of renewable energy in the city region and the multiple benefits it offers. This policy seeks to facilitate and enable provision of renewable and low carbon energy through support in principle, subject to satisfaction of a range of

[92]Arup (2009/10) LCR Renewable Energy Capacity Study (Stages 1 & 2)

[93]https://www.liverpoolcityregion-ca.gov.uk/governance/policy-documents/#spatial-planning-environment-air-quality

necessary criteria. This includes stand-alone schemes and on-site renewable generation.

6.120 Support is also given to local, decentralised renewable or low carbon energy schemes and projects which can play a key role in the supply of sustainable energy to new and existing developments and communities. In particular, areas of the city region have shown their suitability and feasibility for district heating networks. These present significant opportunities for efficient, low carbon energy provision with lower costs for domestic and commercial heating.

6.121 Through the application of the Energy Hierarchy, consideration can be given at an early stage to ensuring the energy requirements associated with a building's life and use such as heating, cooling or lighting is kept to a minimum; and what energy is needed is used in an efficient way, as well as being sourced from renewable or low carbon sources where possible. Local Plans will be able to set out further details on the application of the Energy Hierarchy and its demonstration such as requiring Energy Statements where appropriate.

6.122 Ensuring new buildings are designed and constructed to be as energy efficient as possible is key to saving carbon, reducing energy demand and keeping energy costs for occupiers/owners low. Standards for reducing carbon emissions and improving energy efficiency are set in Building Regulations (and the forthcoming Future Homes Standard). Seeking and setting standards beyond these, such as requirements for renewable/low carbon energy provision (including connection to decentralised networks) in light of local evidence and where viable will be supported.

6.123 A high proportion of domestic properties in the city region have lower levels of energy efficiency (61% falling within EPC Band D or below[94]) meaning more energy is required for heating. This can result in increased susceptibility to the impacts of energy price rises which can exacerbate issues of fuel poverty and poor health. The Combined Authority, with its partners, is being proactive in addressing this issue, committing investment in measures to make homes warmer, reduce energy bills and reduce carbon emissions[95]. This policy therefore supports the retrofitting of existing properties to improve their energy efficiency and enable their utilisation of renewable/low carbon energy supply where planning permission is needed.

6.124 Provision of infrastructure for the charging/refuelling of electric and ultra-low emission (including hydrogen powered) vehicles will be essential in the transition from conventional (petrol or diesel powered) vehicles and achievement of transport decarbonisation objectives. Consistent with Policy LCR DP10, electric and ultra-low emission vehicles form part of the Sustainable Transport Hierarchy, as part of the emerging LTP4. Decarbonising the city region's public transport network is a Combined Authority priority, with initiatives including the introduction of hydrogen powered buses in 2023. This policy therefore sets out support in principle for provision of new supporting infrastructure subject to necessary considerations of the electricity network capacity, safety and with regard to appropriate Building Regulations and local parking standards.

Question 48

To what extent do you agree with this policy approach? (1 - strongly disagree, 2 - somewhat disagree, 3 - neutral, 4 - somewhat agree, 5 - strongly agree)

Question 49

How could this policy be improved?

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[94]MHCLG Live Tables on Energy Performance of Building Certificates

[95]See: https://www.liverpoolcityregion-ca.gov.uk/energy-environment

Policy LCR DP12 - Resources

Development plans and proposals should contribute towards the sustainable and efficient use of resources and facilitate the move towards a circular economy. This will be achieved by:

a) Minimising the generation of waste and ensuring it is managed in accordance with the Waste Hierarchy, contributing towards achieving city regional and national waste targets (as identified in the Merseyside and Halton Joint Waste Local Plan 2013 (or replacement documents), Merseyside Recycling and Waste Authority Strategy and nationally);

b) Ensuring that the city region's strategic network of waste management infrastructure is safeguarded and/or protected to meet identified needs consistent with the Merseyside and Halton Joint Waste Local Plan 2013 (or replacement documents);

c) Maximising opportunities to recycle and re-use materials during construction and/or demolition to minimise waste and reduce embodied carbon;

d) Prioritising the use of secondary and recycled materials wherever practicable to minimise primary mineral extraction;

e) Facilitating a steady and adequate supply of aggregate minerals as appropriate in contribution towards sub-regional needs with regard to Local Aggregate Assessments;

f) Ensuring that known mineral resources and associated supply infrastructure, including for secondary and recycled aggregate material, are identified and safeguarded as appropriate in Local Plans consistent with national planning policy;

g) Ensuring minerals development does not have unacceptable adverse impacts on the natural or historic environment, water resources, amenity and/or human health and safety;

h) Ensuring appropriate high-quality restoration and aftercare of mineral sites;

i) Ensuring the protection, sustainable management and where possible restoration of valuable soil resources for food production or other environmental benefits.

Objectives met

Climate Change and Environment

### Prosperous and Inclusive Economy

Explanation

6.125 The Combined Authority has set out its commitment to a circular economy in its Plan for Prosperity 2022[19]. This is driven by the principles of resource efficiency, minimising waste and maximising the re-use and value of the materials and products the city region has. In turn this provides benefits of reduced carbon/greenhouse gas emissions, reduced pollution and fewer/lesser impacts on the natural environment and wildlife. Promotion of the circular economy also offers economic growth and employment opportunities for the city region, encouraging investment in research and development in new technologies as part of the Green Industrial Revolution.

6.126 To achieve the shift towards a more circular economy, the established Waste Hierarchy[96] will continue to be applied in the city region. The management of waste should be driven up the hierarchy with priority going to preventing the creation of waste in the first place, followed by preparing waste for re-use (including repair), to recycling, and then recovery. Disposal – in landfill for example – should be the last resort (see figure 6.3). By implementing the principles of the Waste Hierarchy, planning can play a key part in the achievement of sustainable waste management and meeting targets set city regionally (by the Merseyside Recycling and Waste Authority[97]) and nationally (by central government).

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[96] As required by the Waste (England and Wales) Regulations 2011 and consistent with Environmental Improvement Plan 2023, Resources and Waste Strategy for England 2018, Waste Management Plan for England 2021 and National Planning Policy for Waste 2014

[97] See: Waste Strategy - Merseyside Recycling and Waste Authority (merseysidewda.gov.uk)

Figure 6.3 *The Waste Hierarchy*

Prevention

Preparing for re-use

Recycling

Other Recovery

Disposal
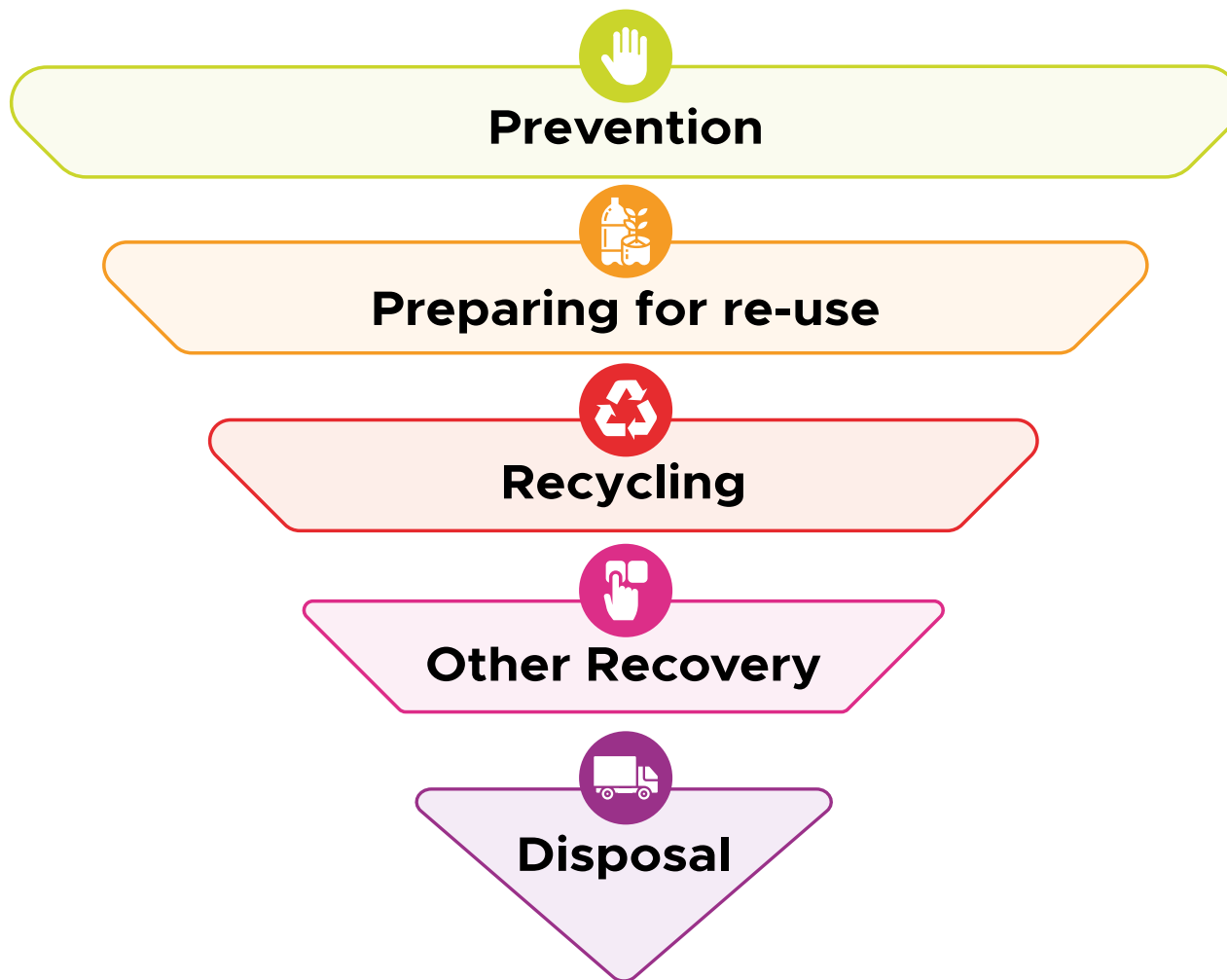
6.127 It is also important that the city region's existing and planned waste facilities and infrastructure can continue to provide the capacity to meet waste management needs and achieve targets. This policy therefore highlights the need to safeguard or protect waste facilities and sites as appropriate with regard to the sub-regional Joint Waste Local Plan.

6.128 By applying Waste Hierarchy and circular economy principles to building design and construction and demolition methods, waste minimisation and resource efficiency can be achieved from an early stage in the development process. Carbon emissions savings can also be achieved as the energy required to produce new building materials ('embodied' energy and carbon) is saved.

6.129 Minerals, as a general term, include aggregates such as sand and gravel used in construction, industrial minerals such as silica sand used in glass manufacture, and energy minerals such as coal, oil and natural gas.

6.130 Whilst a range of mineral working was once extensive in the city region, for example coal, clay, sandstone and sand and gravel, the extraction of land-won mineral resources is now very limited. The nature of the remaining resources and restrictions presented by the area's predominantly urban nature and environmental constraints are key factors behind this. As such, significant future mineral extraction in the city region is not anticipated. However, the city region's port facilities do play a significant role in the import and processing of aggregate materials for onward transport to the point of use, forming an important component in strategic mineral supply infrastructure.

6.131 National planning policy seeks to ensure an adequate and steady supply of aggregates. Issues concerning the demand and supply of aggregates are addressed sub-regionally by the Mineral Planning Authorities (MPAs) of the city region (the 6 LCR local authorities) along with Warrington and the Greater Manchester local authorities through the production of Local Aggregate Assessments (LAAs) as part of their ongoing commitment to the Managed Aggregate Supply System (MASS)[98]. A key issue identified for the city region (and wider sub-region) is the reliance on imports of aggregate materials[99].

6.132 Mineral resources are essential for development such as building and infrastructure and therefore necessary to deliver planned growth in the city region. However, minerals are a finite resource and can generally only be worked where they are found. It is therefore important that the city region makes as much use as possible of secondary and recycled materials, particularly aggregates, in the interests of resource efficiency and reducing levels of imports from elsewhere and their consequent carbon emissions from extraction and vehicle movements.

6.133 In recognition of its importance to ensuring a steady supply, the city region's network of mineral processing, handling and distribution infrastructure - particularly wharves to land marine-won/dredged aggregate material - are to be safeguarded. Existing known mineral resources should also be safeguarded from unnecessary sterilisation in line with national planning policy and with regard to local evidence[100].

6.134 This policy emphasises the need to ensure mineral related development does not result in unacceptable adverse impacts on important, wide-ranging matters involving human health and the natural and historic environment consistent with other policies in the SDS. Local Plans will also set out further, detailed specific local policy requirements and criteria as necessary.

6.135 Restored mineral workings can be put to a range of beneficial uses and contribute towards green infrastructure provision. The restoration and aftercare of mineral workings should therefore be secured at the earliest possible opportunity, subject to an appropriate agreed end-use having regard to factors including safety and the character, setting and landscape of the surrounding area.

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[98]See: Guidance on the Managed Aggregate Supply System available at Minerals - GOV.UK (www.gov.uk)

[99]Available at: http://www.meas.org.uk/1148

[100]Relevant evidence includes: mineral resource information for Merseyside provided by the British Geological Survey (BGS); data from the Coal Authority; Greater Manchester, Merseyside, Halton and Warrington Joint Local Aggregate Assessments; and 'Mineral Planning on Merseyside', Urban Vision (2008).

6.136 The city region contains significant areas of productive agricultural land, with large areas classified as 'best and most versatile (BMV)[101] based on their agricultural or horticultural productive capabilities such as for crop growing. This policy seeks to ensure the importance of this resource is recognised and addressed appropriately in plan and decision making, consistent with national policy and guidance.

6.137 The policy also highlights other key environmental benefits of soil resources including supporting biodiversity, carbon storage and water/flood risk management and the need to protect and restore these resources as appropriate.

Question 50

To what extent do you agree with this policy approach?
(1 - strongly disagree, 2 - somewhat disagree, 3 - neutral, 4 - somewhat agree, 5 - strongly agree)

Question 51

How could this policy be improved?

[101]Land in grades 1, 2 and 3a of the Agricultural Land Classification. See: Guide to assessing development proposals on agricultural land - GOV.UK (www.gov.uk)

Policy LCR DP13 - Water Management and Flood Risk

Development plans and proposals should plan positively to ensure an integrated approach to water management to improve water quality, water resources and reduce the risk of flooding, both currently and in the future, for people and wildlife. This will be achieved by:

a) Directing development away from areas at risk of flooding and managing the risk of flooding onsite and elsewhere now and in the future, through the application of the sequential and exception tests, and with regard to Strategic Flood Risk Assessments in accordance with national planning policy and guidance;

b) Improving the water environment by returning watercourses to a more improved 'natural' state, where practicable;

c) Assessing the impacts of climate change on the water environment and providing appropriate measures to mitigate the effects for people and wildlife

d) Supporting opportunities for sustainable water and flood risk management through natural flood management to slow the flow, provide flood storage, protect against a flood, and improve water quality;

e) Where mitigation and / or natural flood management schemes are proven to not be practical, new flood defences or contributions to improve the performance of existing defences may be considered acceptable where they comply with flood management strategies and Shoreline Management Plans, and provide wider sustainable flood defence benefits and their future operation, management and maintenance over their lifetime can be secured;

f) The provision and adoption of multifunctional Sustainable Drainage Systems (SuDS) with agreed management and maintenance for their life, that reduce run-off rates, improve water quality, provide for nature conservation and recreational uses where practical, following the targeted sequential approach to discharge of surface water as set out in local requirements or where these have not been adopted, in national planning policy or guidance;

g) Improving surface and groundwater quality and quantity in compliance with the North West River Basin Management Plan and protecting water resources for public supply including Groundwater Source Protection Zones, consistent with advice from statutory bodies and utilities providers and providing better or more infiltration to recharge groundwaters where practical and safe:

h) Ensuring development does not compromise the operation of water supply, wastewater treatment and flood defence infrastructure assets; and

i) Encouraging and supporting measures to maximise water resource conservation and efficiency in new development.

j) Ensuring existing and future infrastructure, including the highway and rail network, is resilient to flood risk and designed to minimise and mitigate its potential impacts.

Objectives met

Climate Change and Environment

Placemaking, Communities and Housing

Health and Wellbeing

Explanation

6.138 This policy sets out the key strategic measures for managing water sustainably in the city region, addressing the risks water can pose and recognising its value as a vital natural resource.

6.139 Flooding can occur from many different and combined sources and in many different ways. Assets at risk from flooding can include housing, transport and public service infrastructure, commercial and industrial premises, agricultural land and the natural and historic environment. United Kingdom Climate Projections 2018 highlights climate change will lead to the entire United Kingdom experiencing. We will experience longer, hotter, drier summers leading to drought conditions but with more intense extreme rainstorms. During the winter, precipitation is projected to rise considerably, increasing surface water runoff and peak flows in our rivers.

6.140 Mean sea level is expected to rise driving changes in extreme water levels, and this could be further exacerbated by changes to tidal characteristics and waves causing tidal flooding severity to increase. The increased temperature of rivers,

lakes, estuaries and seas will lead to a reduction of oxygen levels in the water. Stronger intense flows may cause river erosion and scour, while the coast will experience increased coastal erosion in some places, and sediment accretion in others.

6.141 This potentially places the Liverpool City Region at increased risk of flooding with uncertainties on future water resources and further decreases in the potential for Liverpool City Region waterbodies, to recover from their overall moderate and poor classifications within the North West River Basin Management Plan (second cycle). To improve our waterbodies an integrated approach to management of our waterbodies is required.

6.142 The established approach of steering new development towards areas with the lowest risk of flooding (from all sources) before considering higher risk locations as set out in national policy shall be followed through the application of the flood risk sequential test. Where development within areas at risk of flooding now or in the future cannot be avoided, the exception test will be undertaken as necessary. Flood risk will be managed, and opportunities to reduce flood risk now and in the future will be explored and delivered where

practical. All assessments of flood risk will be informed by the most reliable evidence including Strategic Flood Risk Assessments as appropriate and consider the most up to date climate change projections.

6.143 Strategic water management issues are addressed in the North West River Basin Management Plan (RBMP) prepared by the Environment Agency in order to achieve long-term objectives set by the Water Environment (Water Framework Directive) (England & Wales) Regulations 2017. It provides a framework for protecting and enhancing the benefits provided by the water environment across the Liverpool City Region and sets out legally binding objectives for the quality of water bodies. Surface and ground water should be protected consistent with the RBMP and potentially polluting development steered away from the most sensitive areas, particularly those in the vicinity of drinking water supplies including designated source protection zones or near surface drinking water abstractions.

6.144 Water quality issues and flood risk can be interrelated. Through a sustainable approach to drainage in new development, benefits of reduced risk of flooding and pollution can be achieved. Through the implementation of Schedule 3 of the Flood and Water Management Act (2010), all new developments from 2024 onwards must ensure that sustainable drainage systems (SuDS) are designed to reduce the impact of rainfall on new developments by using features and natural solutions such as soakaways, wetlands and permeable surfaces. These will help control surface water, limit discharge into public sewers, harvest valuable rainwater, improve water quality and better manage the water environment.

6.145 Flood risk management activities can also help to deliver habitat restoration techniques or 'nature-based solutions' (consistent with Policies LCR DP1 - Planning for Climate Change and LCR DP7 - The Natural Environment and Nature Recovery).

6.146 Improvements in household and non-household efficiency have the potential to make significant contributions to improving water security/supply resilience and mitigating climate change impacts.

New developments, particularly domestic, commercial, and industrial, should also be designed with water efficiency and conservation in mind. These measures could include the use of materials and mechanisms to store and harvest rainwater for use.

6.147 New development should not compromise the operation of water supply, wastewater treatment infrastructure and flood management assets. Where possible, the phasing of new development should allow for the alignment of mains water and wastewater infrastructure provision.
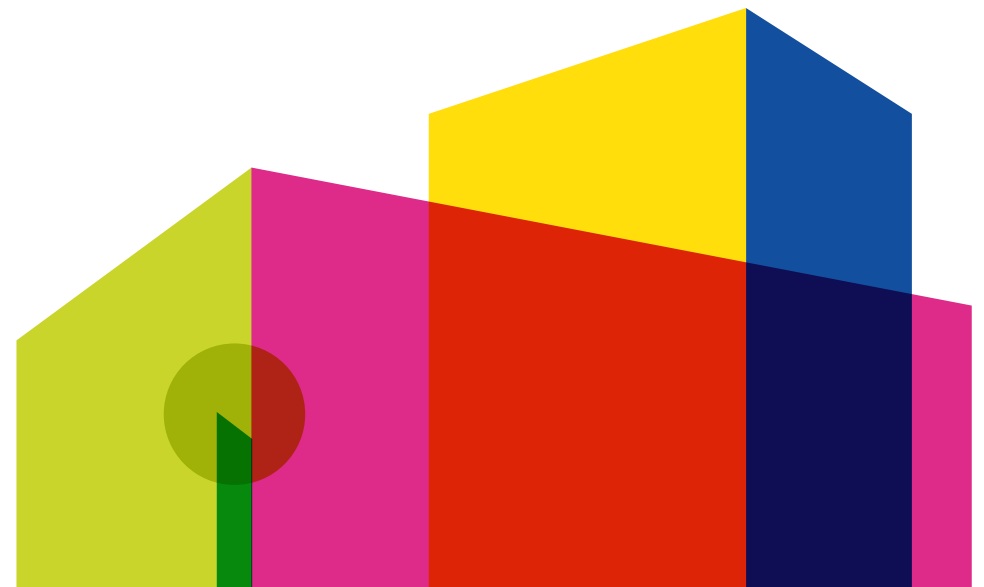
Question 52

To what extent do you agree with this policy approach?
(1 - strongly disagree, 2 - somewhat disagree, 3 - neutral, 4 - somewhat agree, 5 - strongly agree)

Question 53

How could this policy be improved?

Policy LCR DP14 - The Historic Environment

In recognition of its importance in providing quality of place, maintaining cultural and economic vitality, and bestowing social wellbeing, development plans and proposals should plan positively for the city region's historic environment by:

a) Demonstrating an understanding of the historic environment and heritage value of development sites and surrounding areas;

b) Maximising the opportunities provided by the historic environment in regeneration, place making and other strategic initiatives to enhance local character and distinctiveness;

c) Conserving heritage assets in a manner appropriate to their significance;

d) Securing the long-term future and, where appropriate, the optimum viable use of heritage assets and reducing the number of entries on the Heritage at Risk Register;

e) Only accepting proposals that would result in the harm or loss of heritage assets where cumulative impacts have been fully assessed and the requirements of local, national planning policy and legislation have been clearly satisfied;

f) Requiring proposals that may affect heritage assets (and their setting) or assets of archaeological interest to be supported by heritage impact or archaeological assessments to inform decision making with regard to local evidence including the Historic Environment Record (HER);

g) Preserving or enhancing conservation areas including key elements positively identified in any Conservation Area Appraisals and Management Plans;

h) Protecting strategic views of heritage assets and their setting where appropriate;

i) Supporting innovative and creative architectural design responses where appropriate;

j) Supporting the historic environment to appropriately mitigate and adapt to climate change;

k) Working with partner organisations including Historic England and community groups to further develop knowledge, evidence and understanding of the city region's historic environment and assets.

Objectives met

Climate Change and Environment	Placemaking, Communities and Housing	Health and Wellbeing

Shakespeare North Playhouse, Knowsley

Map 6.1 *Heritage Assets across the Liverpool City Region*

Legend:
- Registered Parks and Gardens
- Scheduled Monuments
- Registered Battlefield
- Grade I listed Building
- Conservation Area

Source: Heritage England, Liverpool City Council

Rail Lines

M58 · M57 · A580 · M6 · M62 · M53 · M56

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Note: This map is **diagrammatic** for accurate boundaries please consult the relevant Local Authority

0 kilometres 10

North

Explanation

6.148 The importance and protection of the historic environment is set at national level through Acts of Parliament, other national policy guidance and the role of Historic England. National planning policy requires the SDS to set out a positive strategy for the conservation and enjoyment of the historic environment, which the SDS has set out at a strategic level in Policy LCR DP14.

6.149 Liverpool City Region has a unique heritage which contributes to the distinctive character of the city region including its historic town centres, docks, the canal network, the railway system and industrial activity including mining. These have contributed to some internationally recognised heritage assets, including the Jubilee Bridge across the River Mersey; Knowsley Hall - where Shakespeare performed; the dock complex along the Mersey on which the city region's maritime heritage is based; the location of the Rainhill Trials - the competition won by Stephenson's Rocket; and Port Sunlight the village built by William Hesketh Lever to house his 'Sunlight Soap' factory workers.

6.150 The LCR has diverse heritage assets (designated and non-designated) which include:

- 3,025 entries listed on the National Heritage List for England

- 44 Grade 1 Listed Buildings including the St Mary's Church in Prescot (Knowsley) and St. George's Hall (Liverpool)

- 45 Scheduled Monuments, including the Augustinian Abbey (Norton Priory) (Halton), Sefton Old Hall (Sefton), Cannington Shaw Bottle Shop (St Helens) and Birkenhead Priory (Wirral)

- 1 Registered Battlefield; the Battle of Winwick in 1648 (St. Helens) which was an important component of Oliver Cromwell's victory and ended the Second English Civil War

- 25 Registered Parks and Gardens, 3 of which are Grade 1, including St. James' Cemetery (Liverpool) and Birkenhead Park (Wirral)

- 116 Conservation Areas covering over 2,500 ha, including West Bank Promenade Conservation Area (Halton), Prescot Conservation Area (Knowsley), Lord Street Conservation Area (Sefton), Hamilton Square Conservation Area and Port Sunlight Conservation Area (Wirral)

- A number of buildings and structures that are not formally designated but nevertheless contribute to the character of the area, often forming a 'Local List'.

6.151 Further site-specific information on the city region's historic environment can be found in the Historic Environment Records (HERs) these can be found at:

- The Merseyside Historic Environment Record[102] (for Knowsley, Liverpool, Sefton, St. Helens and Wirral)

- The Cheshire Historic Environment Record[103] (for Halton)

6.152 It is acknowledged that not only do the urban areas of the city region contribute to its heritage character, but the landscape of the city region also makes a considerable contribution to the city region. The Merseyside Historic Characterisation Project[104](MHCP) published in 2011 provides a thorough overview of the Merseyside Area.

6.153 All of the above characteristics and features create a distinctive and historically significant identity for the Liverpool City Region and form the opportunity for significant heritage-based regeneration initiatives, such as, the Waterfront Transformation Project by the National Museums Liverpool, which will continue to capitalise on the heritage and place making offer the city region has.

6.154 In addition to this, there is the opportunity to recognise the unique world-class historic environment across the whole of the city region, and the SDS supports the principle of the submission for UNESCO World Heritage status for Birkenhead Park (Wirral) and future potential submissions, including, Sankey Valley (St. Helens) and Port Sunlight (Wirral) to further protect these assets but more importantly promote our heritage offer nationally and internationally.

Question 54

To what extent do you agree with this policy approach?
(1 - strongly disagree, 2 - somewhat disagree, 3 - neutral, 4 - somewhat agree, 5 - strongly agree)

Question 55

How could this policy be improved?

[102]http://www.meas.org.uk/wider-role/historic-environment-record.aspx
[103]http://www.cheshirearchaeology.org.uk/?page_id=154
[104]https://archaeologydataservice.ac.uk/archives/view/merseyside_hlc_2012/

Policy LCR DP15 – Safer Placemaking

Development plans and proposals should help to create safe and secure places. This will be achieved by:

a) Minimising the fear of and opportunities for crime, including the threat of terrorism, through design measures in accordance with Policy DP6;

b) Requiring developments that will result in crowded places, to produce a Safer Placemaking Design Statement that satisfies principles and standards that address the issues of crowded places and terrorism including: ensuring that public realm and pedestrian permeability associated with a building or site is not adversely impacted, ensuring that design considers the application of Hostile Vehicle Mitigation measures at an early stage and ensuring early consultation with the Police on risk mitigation measures;

c) The provision of well-lit and overlooked routes to address fear of safety and security particularly on routes to and from public transport stops;

d) Supporting mixed-use of spaces that broaden the variety of activities available for natural surveillance;

e) Ensuring that developments with public spaces and a network of streets are safe, secure, and accessible to all

f) Providing opportunities for social interaction as part of new development including through the provision of new, or integration with existing community facilities and public spaces;

g) Requiring major developments (where applicable) to carry out effective and inclusive community engagement, with a particular focus on vulnerable and marginalised groups, to help shape new buildings, streets, and open spaces; and

h) Requiring development schemes that could generate safety risks to the wider community, with a particular focus on women, such as transport schemes and public parks to provide a Safer Placemaking Design Statement, outlining how the design and operation of the development will meet the safety requirements of vulnerable and marginalised groups and how they have been involved in the design process.

Objectives met

Health and Wellbeing	**Prosperous and Inclusive Economy**
Placemaking, Communities and Housing	**Social Value**

Explanation

Role of planning in Safer Placemaking

6.155 The planning process enables the potential to think about the safety of the built environment, the people who live, visit and work in it, and the services it delivers. The NPPF sets out that planning policies and decisions should ensure that new development creates places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience[105].

6.156 It is important that planning policies look at the need for safer placemaking for all parts of society and include all communities in the plan-making process, in order to help establish an understanding of the challenges and opportunities in each place.

6.157 Section 17 of the Crime and Disorder Act 1998 (as amended) requires all local, joint, and combined authorities to carry out their functions with due regard for the likely impact on crime and disorder, and to do

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[105]NPPF, 2021 – Para 130 (f)

everything reasonably possible to prevent crime and disorder.

6.158 Good design that considers safety and the importance of careful planning of public spaces, in which crowds gather is an essential component of a masterplan or individual design proposals can assist in the creation of places that are both safe and appealing, function well, and do not necessitate further effort to achieve or increase resilience. Good safety and security, however, entails more than simply physical measures and design; risks and mitigation must be addressed holistically. These measures should be included in development proposals and considered early in the design process to ensure that good design is not jeopardised, that vulnerabilities are not shifted elsewhere, and that they are as cost efficient as possible. Security and safety needs should be proportionate to the scale and type of the development, the anticipated number of users, and the broader environment.

6.159 The LTP4 addresses transport safety and health, emphasising the tragic impact of road accidents. In the City Region in 2019, 25 people were killed and 474 were injured.

Traditionally, the emphasis has been on educating road users and addressing dangerous roadway layouts. This approach, however, has not reduced hazard at the source. A safe systems approach that promotes attractive streets and roads can encourage safer modes of transport and lower casualty rates. This aligns with the Combined Authority's Road Safety Strategy and the Vision Zero Principle. As a result, the LTP4 commits to achieving a significant reduction in the number and severity of road traffic collisions, with a target of eliminating avoidable collisions by 2040.

6.160 By adopting a safer placemaking approach, the LCR can create safer, healthier, accessible and more enjoyable places to live, work, and visit for all parts of society.

6.161 As the SDS progresses further work will be undertaken to ascertain how 'crowded places' will be defined in the application of this policy. This will include considering feedback from this engagement process.

Terrorism

6.162 Terrorism is a major security threat to all cities, as was tragically demonstrated by the terrorist attack outside Liverpool Women's Hospital in 2021. The challenges of terrorism highlight the importance of planning in helping to make the city region more resilient against such threats, and ensuring it remains a safe and prosperous place to live for now and in the future. Good placemaking can contribute to the creation of safer neighbourhoods, infrastructure, and buildings that are less vulnerable to terrorist attacks. A variety of measures are necessary to maintain and create safer environments, many of which are linked to good design.

6.163 This policy requires all major developments that will result in crowded places, to produce a Safer Placemaking Design Statement (which could form part of a wider Design and Access Statement) that satisfies principles and standards that address the issues of crowded places and terrorism. The Design Statement should consider the application of Hostile Vehicle Mitigation measures, which typically include deterrent communications, security awareness, incident response planning and

training, operational security, traffic management and the deployment of physical obstructions such as vehicle security barriers and traffic calming measures.[106]

6.164 The Safer Placemaking requirements of this policy and any future Safer Placemaking SDS Supplementary Planning Guidance are intended to be in addition to and complimentary to any health and safety, building control and operational requirements.

Women, vulnerable and marginalised groups

6.165 Certain groups, including women and disabled people, have historically been excluded from the design process, resulting in public spaces that do not meet their basic needs (for example, inaccessible walkways, lack of sightlines, poorly maintained car parks, narrow toilet cubicles and lack of communal spaces).

6.166 Recent research[107] has shown that more than 90% of women and girls have encountered some type of violence when using public transport, including buses, waiting at bus stops, walking to and from bus stops or taking taxis. Research has also shown that in public spaces, women are also at risk to some form of violence.[108] Recent tragic occurrences in the UK involving violence against women have further emphasised the need for change in how we design and utilise our public spaces.

6.167 Women and vulnerable groups are at risk on public transport systems because of low lighting and confined spaces. For example, it is important that bus stations and train stations have reliable lighting and clearly designated exits to make people feel safe. The adoption of a safer placemaking design approach with a particular focus on making public spaces and public transport infrastructure safer for women, vulnerable and other marginalised groups, could increase the use of low-carbon and active travel measures, which in-turn could have a positive impact on lowering pollution levels and healthy living.

6.168 Although the SDS focuses on increasing walking, cycling, and public transport, it must be accepted that there is a need to accommodate alternative modes of transport when safety is an issue, and it will also be hard to offer good public transportation access to all parts of the city region at all times. Flexible on-demand and shared services, such as car clubs, community transport and taxis, will play an important role in filling gaps in public transport routes and services, as well as in situations that become unsafe to women and other vulnerable groups, and it will be important that new developments accommodate them where appropriate.

6.169 A key priority of this SDS is to help deliver safer environments that are inclusive and well-connected, which discourages the use of private cars. It is critical that the design process for major developments prioritise the safety and inclusion of women, vulnerable and other marginalised groups, as well as promoting the participation of a wide variety of voices in the design and planning process. In supporting, the LTP4 will require the use of a Design Panel process to consider and mitigate any safety impacts of transport schemes and investments to be tested, as well as any unintended consequences. The process will also encourage the involvement of people who are most affected by crime

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[106]Further information in relation to Hostile Vehicle Mitigation can be found here: www.protectuk.police.uk/

[107]Urban Transport Group, sourced from Suzy Lamplugh Trust. Available here: www.urbantransportgroup.org/index.php/blog/2022/12/07/weve-had-enough

[108]Addressing Fear of Crime in Public Space: Gender Differences in Reaction to Safety Measures in Train Transit. Available here: https://journals.sagepub.com/doi/pdf/10.1177/0042098009359033

or fear of crime, including women and girls, in the development and design of proposals and projects.

6.170 Development proposals should be designed to be accessible and safe for all members of society, demonstrating best practices in connectivity and accessibility. All development schemes that could generate safety risks to the wider community, such as transport schemes and public parks will be required to provide a Safer Placemaking Design Statement (which could form part of a wider Design and Access Statement), outlining how the design and operation of the development will meet the safety requirements of women, vulnerable and marginalised groups and how they have been involved in the design process to ensure a fair representation and input. The intention of the Combined Authority is to prepare Supplementary Planning Guidance to expand on this requirement.

6.171 This policy will help ensure that major development schemes that could generate safety risks to women, vulnerable and marginalised groups consider the safety requirements and needs of such groups, in both the design and operation of new development, and that such groups are given fair representation at the design stage.

6.172 Further guidance on the implementation of this policy and in particular the preparation of Safer Placemaking Design Statements and any specific planning application requirements, will be provided in LCR SDS Supplementary Planning Guidance, which will be prepared alongside the preparation of the SDS with the LCR local authorities and other key stakeholders.

Question 56

What type of crowded development do you think should be required to produce a Safer Placemaking Design Statement? Should a size threshold be applied?

Question 57

To what extent do you agree with this policy approach?
(1 - strongly disagree, 2 - somewhat disagree, 3 - neutral, 4 - somewhat agree, 5 - strongly agree)

Question 58

How could this policy be improved?

Policy LCR DP16 - Delivering Social Value

1. **Development plans and proposals should seek to maximise social value provided by new development for its future users and the wider community. Aspects of social value deliverable through planning include:**

   - Reducing crime and anti-social behaviour;

   - Education and skills provision;

   - Local employment and job creation, including the local supply chain;

   - Improving the natural environment including public open space; and

   - Benefits to health and well-being.

2. The provision of social value as a result of new development will be secured by the following measures:

   a) Requiring development proposals defined as of 'potential strategic importance' to be informed and accompanied by a Social Value Statement clearly setting out the measures proposed through the lifecycle of the development that will make a positive contribution to social value, including Employment and Skills plans, the creation of apprenticeships and training opportunities for local people and the use of local suppliers of goods and services;

   b) The use of local policy and/or supplementary planning documents setting out the social value priorities for the local authority area and how these should be demonstrated and provided;

   c) Securing commitments to social value through appropriate mechanisms such as planning conditions, Section 106 agreements, Community Infrastructure Levy (CIL) or other potential future tariffs/levies, in accordance with national and local planning policy and relevant legislation.

Objectives met

Climate Change and Environment

Health and Wellbeing

Prosperous and Inclusive Economy

Placemaking, Communities and Housing

Social Value

Explanation

6.173 Put simply, social value is a measure of the importance that people place on the social and environmental changes that they experience as a result of development and spatial planning.

6.174 Social Value is a key mechanism to ensure that the residents of the city region share in the benefits of economic growth. The city region has benefited from significant economic growth; however, there remain significant areas with above the national average levels of deprivation, unemployment and poor health. Many of the job opportunities are located within and adjacent to neighbourhoods suffering from high levels of deprivation and poor health. By applying social value principles these residents and communities can benefit from these developments and investment and this will help tackle deprivation and poor health.

6.175 To help maximise the wider opportunities for people that development can have, new development should make all possible efforts to maximise its wider social value. Opportunities to create social value through new development exist throughout the development's lifecycle.

6.176 The SDS bases Social Value on the "OECD Framework for Measuring Well-Being and Progress". The OECD Framework is built around three distinct components:

- current well-being;
- In agent equalities in well-being outcomes; and
- resources for future well-being.

6.177 These "Key Dimensions" can be delivered through spatial planning, for example:

- Health - by incorporating active design and green infrastructure in new developments to support the health of future site occupants, or by ensuring housing and other development is designed to meet specific mobility needs.
- Subjective Wellbeing: by incorporating blue and green infrastructure in development to support the wellbeing of future and local residents.
- Social Connections: by designing development so it creates the conditions for social interaction, or by designing public open spaces to respond to specific needs such as autism friendly sensory gardens.

- Work and Job Quality: by providing employment opportunities for residents who live close to the development site, and residents from the most deprived neighbourhoods in the city region.
- Work-Life Balance: by supporting our city and town centres that serve as key destinations for leisure and cultural activities.
- Education and Skills: by securing apprenticeships and opportunities for work experience for residents living near development sites, particularly those living in the most deprived neighbourhoods in the city region.
- Environment: by incorporating existing, and planting new, trees and vegetation that provides habitat for wildlife and helps address the negative impacts modern living has on biodiversity.
- Safety: by ensuring that public realm is designed to create safer places by providing appropriate lighting and overlooking, and by ensuring the design and layout of developments adopt secure by design principles.

- Civic Engagement: by developers/ landowners undertaking early and inclusive engagement with local communities, and ensuring the engagement shapes the development proposals.

- Housing and Neighbourhood: by delivering a range of housing types and tenures that allow LCR residents to live in comfortable, affordable homes that meet their needs.

- Income and Wealth: by supporting local supply chains to secure contracts with developers. The local supply chain employs local people who are more likely to spend their income locally therefore supporting further local employment and generating local income.

6.178 The CA places a strong emphasis on achieving social value, recently reaffirmed by the publication of its Social Value Framework in March 2022. The Framework recognises that long-standing challenges of economic underperformance, environmental degradation, deprivation and inequality persist, to the detriment of the health, wellbeing and life quality of LCR citizens and communities. The CA have also committed to incorporate an evaluation of social value into its SDS, to help ensure development

benefits everyone and that the social and environmental impacts of future development is considered alongside more traditional economic measures.

6.179 The production of a Social Value Statements for proposals of 'potential strategic importance' provides an appropriate mechanism to ensure that developers think about how their developments can maximise the delivery of social value and set out how the social value will benefit the local community and Liverpool City Region residents as well as how the social value mechanisms will be delivered for their development.

6.180 Proposals of 'potential strategic importance' comprises development defined as such by SDS related legislation (ref. Liverpool City Region Order 2017/ Town and Country Planning (Mayor of London) Order 2008) which includes development of 500 homes or more, or non-residential development with a total floorspace more than 30,000sqm.

6.181 To support social value, the Combined Authority is keen for employers to sign up to the Metro Mayor's Fair Employment Charter, which seeks to ensure that employers put this city region first and adopts the best possible working conditions for its employees.

6.182 For information further guidance on the implementation of social value will be provided, for example through training workshops, practice guidance notes and LCRCA SDS Supplementary Planning Guidance.

Question 59

To what extent do you agree with this policy approach?
(1 - strongly disagree, 2 - somewhat disagree, 3 - neutral, 4 - somewhat agree, 5 - strongly agree)

Question 60

How could this policy be improved?

7. Implementing
   The Strategy

7. IMPLEMENTING THE STRATEGY

Suggested Supplementary Planning Guidance

7.1 There are various areas of proposed policy covered in this SDS that would benefit from further explanation on matters of implementation. To address this, the Combined Authority is considering producing Supplementary Planning Guidance (SPG) on the following:

- Good Homes Standards
- Health Impact Assessment
- Carbon/Energy Statements
- LNRS
- Natural Capital Approach
- Implementation of Social Value
- Agent of Change
- Safer Placemaking Design Statements
- Digital Infrastructure
- Design Guidance

Water Tower Lane, St Helens

8. Monitoring Performance
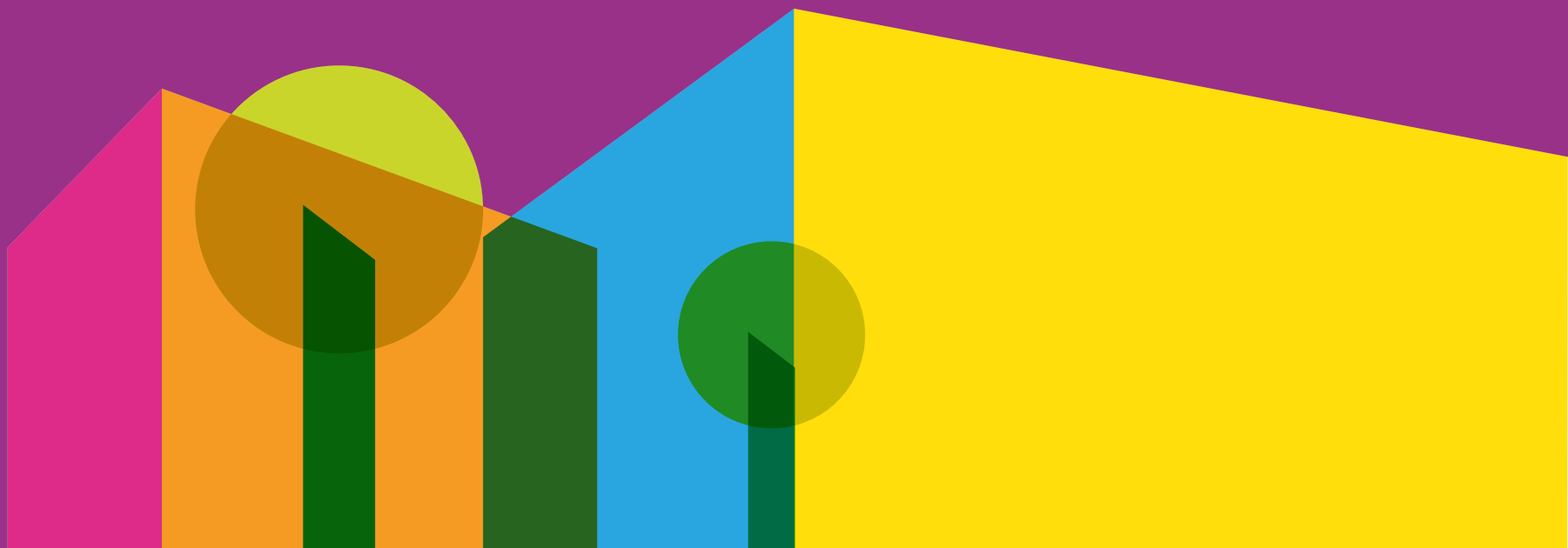
8. MONITORING PERFORMANCE

8.1 There will be a need to monitor and report on the SDS and its delivery and performance. This will allow us to assess whether the SDS's strategic objectives are being achieved and if any new evidence is needed and policies reconsidered. Given the nature of the SDS, it is important to establish a set of proportionate indicators to help us measure performance at a strategic scale.

8.2 It is anticipated that these would relate to information obtained from planning applications of 'Potential Strategic Importance' that have been referred to the Combined Authority, but also consider wider contextual indicators concerning key Mayoral LCRCA priorities such as inclusive economic growth, social value, climate change/net zero carbon, nature recovery and health inequalities. This could form part of complementary approach with other LCRCA strategies and priority programmes.

8.3 Table 8.1 shows the key themes and potential indicators or sources of data that could be monitored, over and above what the constituent local authorities already monitor and report in their Authority Monitoring Reports. Comments are sought and welcomed on the themes, indicators or sources of data we could use to assess the performance of the SDS's policies.

Table 8.1 *Monitoring the SDS*

Theme	Potential Indicator/Source of Data
Housing	• Delivery on Strategic Sites (permissions and completions) • Supply of housing sites
Employment	• Delivery on Strategic Sites (permissions and completions) • Supply of employment land
Economic Prosperity	• Business growth in key sectors • Number of jobs created from strategic employment sites
Brownfield Delivery	• Delivery on brownfield land
Infrastructure	• Delivery of projects detailed within associated Strategic Infrastructure Plan
Green and Blue Infrastructure	• GBI provided on Strategic Sites
Nature Recovery	• % of Biodiversity Net Gain achieved on Strategic Sites
Climate Change / Net Zero Carbon	• Carbon reduction (utilising potential carbon calculation methodology to be employed by the CA) • Energy efficiency levels achieved from new strategic development
Energy	• Renewable energy supply/provision

Theme	Potential Indicator/Source of Data
Health	• Qualitative narrative of Health Impact Assessments
High Quality Design	• Use of design review panel for major applications.
Sustainable Places	• Number of new routes and links created between new development on Strategic Sites and existing neighbourhoods. • Number of Safer Placemaking Design Statements and qualitative narrative.
Culture and Tourism/Visitor Economy	• Number of new tourist/visitor/cultural developments (strategic) • Tourism visitor numbers
Transport	• Number of Transport Assessments/Statements • % of daily trips made by walking, cycling and public transport • Number of deaths and serious injuries on roads
Flood Risk	• % homes at risk of flooding • % commercial premises at risk of flooding
Social value	• Outputs of Social Value Statements and qualitative narrative.
Resources	• Waste recycling/recovery rates
Heritage	• Number of buildings on HAR Register

Question 61

Are there any other themes, indicators or sources of data that could be used to monitor the performance of the SDS?

Another Place, Sefton

9. Appendix

Appendix

Abbreviations

CA	Combined Authority
EqIA	Equality Impact Assessment
HIA	Health Impact Assessment
HRA	Habitats Regulations Assessment
IIA	Integrated Impact Assessment
KRN	Key Route Network
LCR	Liverpool City Region
LCRCA	Liverpool City Region Combined Authority
MEAS	Merseyside Environmental Advisory Service
MRN	Major Road Network
SDS	Spatial Development Strategy
SuDS	Sustainable Drainage Solutions
SFRA	Strategic Flood Risk Assessment
SRN	Strategic Route Network

Glossary of Terms

A

Active Travel

Modes of travel that involve a level of activity including trips made by wheelchair, mobility scooters, adapted cycles, e-cycles, scooters, as well as cycle sharing schemes.

Affordable Housing

Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers).

Agent of Change

Places the responsibility of mitigating the impact of nuisances (including noise) from existing uses, especially those that generate noise for example, on proposed new development. This ensures that residents and users of the new development are protected from nuisances, and existing uses are protected from nuisance complaints. Similarly, any new nuisance-generating development, for example a music venue, will need to put in place measures to mitigate noise impacts on existing development close by.

Aggregates

A broad category of coarse- to medium-grained particulate material used in construction, including sand, gravel, crushed stone, slag, recycled concrete and geosynthetic aggregates

Air Quality Management Area

An area which a local authority had designated for action, based upon a prediction that Air Quality Objectives will be exceeded.

B

Best and Most Versatile Agricultural Land

Land in grades, 1, 2 and 3a of the Agricultural Land Classification.

Brownfield Land

Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development

control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

Biodiversity

A collective term for the full variety of biological life on earth including plants, animals and eco-systems.

C

Climate Change Adaptation

Dealing with the effects of climate change, by reducing vulnerability of people and nature, and adjusting to change.

Climate Change Mitigation

Tackling the causes of climate change to lessen the impacts of it, by reducing greenhouse gas emissions and sequestering or 'drawing down' carbon.

Combined Authority

A formally constituted strategic authority with powers over transport, economic development and regeneration (in the case of Liverpool City Region).

Community Facilities

The basic facilities, services and installations needed for the functioning of a community or society. It includes community buildings and halls, leisure facilities, cultural facilities, education services, healthcare facilities and renewable energy installations.

Circular Economy

An economic model in which resources are kept in use at the highest level possible for as long as possible in order to maximise value and reduce waste, moving away from the traditional linear economic model of 'make, use, dispose'.

Conservation Areas

The Planning (Listed Building and Conservation Areas) Act 1990 places statutory duties on Local Planning Authorities relating to the designation and ongoing review of Conservation Areas. Proposals for development affecting a Conservation Area should preserve or enhance those elements that have been identified as making a positive contribution to the character and special architectural or historic interest of the area.

Constituent Local Authorities

The six Local Authorities within the Liverpool City Region (Halton, Knowsley, Liverpool, St. Helens, Sefton and Wirral)

D

Decarbonisation

A method of climate change mitigation that reduces greenhouse gas (GHG) emissions, as well as removes them from the atmosphere

Deprivation

There are multiple forms of deprivation, in England this is based on seven different domains including: Income Deprivation; Employment Deprivation; Education, Skills and Training Deprivation; Health Deprivation and Disability; Crime; Barriers to Housing and Services; Living Environment Deprivation. The Index of Multiple Deprivation 2019 combines information from the seven domains to produce an overall relative measure of deprivation.

Decentralised Energy

Energy that is generated off the main grid and produced close to where it will be used rather than at a large plant elsewhere and sent through the national grid. Decentralised energy generation involves using a variety of smaller power generation plants and storage units that can be grid connected to provide power supply.

E

Eco/Green Tourism

Form of environmentally friendly tourism which involves people visiting fragile, unspoilt areas that are usually protected. Eco-tourism is designed to be low impact and small scale.

Embodied Carbon

Sum of greenhouse gas emissions released during the following life-cycle stages: raw material extraction, transportation, manufacturing, construction, maintenance, renovation, and end-of-life for a product or system.

European Nature Conservation Sites

This includes candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation and Special Protection Areas, and is defined in Regulation 8 of the Conservation of Habitats and Species Regulations 2010.

G

Green & Blue Infrastructure

Comprises the network of parks, rivers, water spaces and green spaces, plus the green elements of the built environment, such as street trees, green roofs and sustainable drainage systems, all of which provide a wide range of benefits and services.

Green Industries

Economic activity that seeks to minimise impact to the environment. This can apply to any industry including businesses that achieve meaningful improvements in industries that currently do the most environmental damage.

Green Industrial Revolution

The Green Industrial Revolution is emerging as the next significant political, social, and economic era in world history. It will result in a complete restructuring of the way energy is generated, supplied, and used so that future generations can survive and live in a world free of pollution, greenhouse gases, wars, and accidents caused by fossil fuels and nuclear power.

Greenhouse Gas

Any gas that induces the greenhouse effect, trapping heat within the atmosphere that would normally be lost to space, resulting in an increase in average atmospheric temperatures, contributing to climate change. Examples include carbon dioxide, methane and nitrous oxides.

Greenway

Undeveloped land near an urban area, set aside for recreational use or environmental protection.

H

Habitats Regulations Assessment

An assessment of the impact of emerging policies and proposals on European designated sites.

Health Impact Assessment

A systematic framework to identify the potential impacts of a development proposal, policy or plan on the health and wellbeing of the population and highlight any health inequalities that may arise. HIA should be undertaken as early as possible in the plan making or design process to identify opportunities for maximising potential health gains, minimising harm, and addressing health inequalities.

Health Inequalities

Health inequalities are systematic, avoidable and unfair differences in mental and/or physical health between groups of people. These differences affect how long people live in good health and are mostly a result of differences in people's homes, education and childhood experiences, their environments, their income, jobs and employment prospects, their access to good public services and their everyday opportunities to live healthier lives.

Heritage Assets

Valued components of the historic environment. They include buildings, monuments, sites, places, areas or landscapes positively identified as having a degree of historic significance meriting consideration in planning decisions. They include both designated heritage assets and non-designated assets where these have been identified by the local authority (including local listing) during the process of decision-making or plan making.

Heritage at Risk

A national record of designated heritage assets considered to be at serious risk of harm or damage, prepared by Historic England.

Historic Environment

All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

K

Key Route Network

An integrated programme of investment in the strategic highway routes that contribute to growth in the LCR. The KRN is integral to the success of the LCR Growth Strategy. The KRN investment programme is designed to support the economic growth of the LCR and maximise the benefits for our residents, visitors and businesses.

L

Last Mile Solutions

Movement of goods, most likely from a transportation hub to the final delivery destination.

LCR Ecological Network

The basic, joined up infrastructure of existing and future habitat needed to allow populations of species and habitats to survive in fluctuating conditions.

Listed Buildings

A structure of particular architectural and/or historic interest deserving of special protection. Such buildings in England are placed on the statutory list maintained by Historic England.

M

Main town centre uses

Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities)

Mineral Resources

Concentrations of natural solid inorganic or fossilized organic material, including metals, coal and minerals in sufficient quantity and quality to have reasonable prospects for economic extraction.

Mitigation Hierarchy

The mitigation hierarchy is a widely used tool that guides users towards limiting as far as possible the negative impacts on biodiversity from development projects. It emphasises best-practice of avoiding and minimising any negative impacts, and then restoring sites no longer used by a project, before finally considering offsetting residual impacts.

Modal Shift

A change from one form of transportation to another, creating a more sustainable transport system that benefits everyone.

M4(2) and M4(3)

Building Regulations M4(2) and M4(3) sets out an optional requirement for accessible and adaptable homes.

N

Nature Based Solutions:

Sustainable management and use of natural features and processes to tackle socio-environmental challenges.

Natural Capital

That part of nature which directly or indirectly underpins value to people, including ecosystems, species, freshwater, soils, minerals, the air and oceans, as well as natural processes and functions.

Natural Environment

The Environment Act 2021 defines this as: (a) plants, wild animals and other living organisms, (b) their habitats, (c) land (except buildings or other structures), air and water, and the natural systems, cycles and processes through which they interact.

Natural Improvement Area

An area of land that has been identified for the opportunity it offers to restore nature at a landscape scale in conjunction with other land uses.

Net Zero Carbon

The term net zero means achieving a balance between the carbon emitted into the atmosphere, and the carbon removed from it. This balance – or net zero – will happen when the amount of carbon we add to the atmosphere is no more than the amount removed.

Non-designated buildings and other structures

The Liverpool City Region also contains a number of buildings and other structures that are not formally designated as heritage assets, but that nevertheless contribute to the character of the area. These may form part of a "Local List".

O

Operational Carbon

The amount of carbon emitted during the operational or in-use phase of a building. This includes the use, management, and maintenance of a product or structure.

R

Registered Battlefield

Registered battlefields are designated heritage assets of the highest significance. Battles must have been of clear historical significance, their sites securely established, and these sites to be still recognisable today, if they are to be added to the Register (National Heritage List for England)

Registered Parks and Gardens

Parks and gardens of national historic importance are designated as Registered Parks and Gardens and included in a register maintained by Historic England

River Basin Management Plan

Documents which set the legally binding locally specific environmental objectives that underpin water regulation (such as permitting) and planning activities. They provide a stable planning base for economic development. This includes investment programmes such as the:

- Water Industry National Environment Improvement Programme (WINEP)
- Strategic water resources solutions being developed by the Regulators Alliance for Progressing Infrastructure Development (RAPID)
- Government's new environmental land management schemes and England Trees Action Plan

The plans are the foundation for delivering the government's 25 Year Environment Plan 'clean and plentiful water' goal.

S

Scheduled Monuments

A scheduled ancient monument is defined by the Ancient Monuments and Archaeological Areas Act 1979 as any structure, or site of a structure, above or below ground that is considered by the Secretary of State to be of public interest by reason of its historic, architectural, traditional, artistic, or archaeological importance

Spatial Development Strategy

A statutory land use planning framework prepared by the Mayoral Combined Authority for the Liverpool City Region.

Specialist Housing

Provides specialist accommodation for a group of people with specific needs.

Slow the Flow

Aims to reduce the downstream maximum water height of a flood (the flood peak) or to delay the arrival of the flood peak downstream, increasing the time available to prepare for floods.

Soundness

The tests of soundness that a plan is tested upon at examination are:

- Positively prepared – providing a strategy which, as a minimum, seeks to meet the area's objectively assessed needs; and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;

- Justified – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;

- Effective – deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and

- Consistent with national policy – enabling the delivery of sustainable development in accordance with the policies in this Framework and other statements of national planning policy, where relevant.

Statement of Common Ground

A written record of the progress made between the constituent local authorities of Halton, Knowsley, Liverpool, St Helens, Sefton, West Lancashire and Wirral, along with the Liverpool City Region Combined Authority during the process of planning for strategic cross-boundary matters. It documents where effective co-operation is and is not happening throughout the plan-making process and is a way of demonstrating at examination that plans are deliverable over the plan period and based on effective joint working across local authority boundaries.

Strategic Importance

Development of 500 homes or more, or non-residential development with a total floorspace more than 30,00sqm.

Strategic Route Network

The Strategic Road Network (SRN) comprises approximately 4,300 miles of motorways and major 'trunk' A-roads in England, and it is managed by the Highways Agency.

Sustainable Drainage Systems (SuDS)

Using sustainable drainage techniques and managing surface water run-off from buildings and hardstanding's in a way that reduces the total volume, flow and rate of surface water that runs directly into drains and sewers.

Sustainable Transport/Sustainable Travel modes

Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking, wheeling and cycling, ultra-low and zero emission vehicles, car sharing and public transport.

T

Town Centre

Area defined on the local authority's policies map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in the development plan, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.

Transport statements:

A transport statement is a simple form of travel plan for smaller developments and can be used where a full travel plan is not required. It should set out the existing conditions within and near to the development and promote sustainable travel.

Travel plans

A travel plan is a package of measures that aims to encourage more sustainable travel such as walking, cycling and using public transport. A travel plan is required for planning applications for major development. This could be for a new school, office block, hospital, university buildings, residential use and leisure facilities.

U

Urban Greening

Urban greening describes the act of adding green infrastructure elements to the built environment such as green roofs, street trees, and additional vegetation.

V

Viability Assessment

A report, including a financial appraisal, to establish the profit or loss arising from a proposed development. It will usually provide an analysis of both the figures inputted and output results together with other matters of relevance. An assessment will normally provide a judgement as to the profitability, or loss, of a development.

W

Whole Life-cycle Carbon

Whole life-cycle carbon emissions are the total greenhouse gas emissions arising from a development over its lifetime, from the emissions associated with raw material extraction, the manufacture and transport of building materials, to installation/ construction, operation, maintenance and eventual material disposal.

Table 8.2 *Sources for the LCR in Numbers November 2023*

Section	Metric	Value	Source
Economy	GVA per Resident in 2021	£22,800	Source: ONS Regional GVA, 2021
Economy	Annual Value of the LCR visitor economy	£5.2bn	Steam https://growthplatform.org/wp-content/uploads/2023/08/Tourism-Data-Summary-July-2023.pdf
Economy	Port of Liverpool's Annual Freight in 2021	34.5 million tonnes	DfT Port and domestic waterborne freight statistics
Geography	Area of LCR	72,390 ha	Ordnance Survey
Geography	Built up areas of LCR	38,184 ha	Census 2021, ONS
Employment	Total Number of Jobs	687,100	ONS Business Register and Employment Survey, 2021
Employment	*Health and social work Sector Jobs*	137,000	ONS Business Register and Employment Survey, 2021
Employment	*Jobs in the Knowledge Economy*	109,000 jobs	ONS Business Register and Employment Survey, 2021; ONS UK Business Counts, 2021
Employment	*Wholesale and Retail Jobs*	92,000 Jobs	ONS Business Register and Employment Survey, 2021
Employment	*Education Sector Jobs*	58,000 Jobs	ONS Business Register and Employment Survey, 2022
Net Zero	*Reported energy produced in 2021 from renewable sources*	104,167(MWh)	BEIS

Table 8.2 *Sources for the LCR in Numbers November 2023*

Section	Metric	Value	Source
Population	*Population of LCR*	1,551,762	Census 2021, ONS
Population	Population projection of LCR in 2040	1,669,822	ONS, 2018 Population Projections
Housing	Number of Homes in LCR	724,750	Valuation Office Agency, September 2021
Housing	Average house sale price	£213,591	Land Registery, FY2021/22
Transport	Trips per weekday on the Merseyrail network	100,000	MerseyRail - https://www.merseyrail.org/about-us/corporate-information/

LIVERPOOL CITY REGION COMBINED AUTHORITY

METRO MAYOR LIVERPOOL CITY REGION

❯ For more information on **Spatial Planning at the Liverpool City Region Combined Authority** or **the Spatial Development Strategy**

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