



<i>Is the site accessible by sustainable modes of transport?</i>	Yes	<ul style="list-style-type: none"> The site is well connected to the public transport network with regular bus services to Liverpool, Aigburth Vale, Speke, Halewood and Bootle. Additionally, Aigburth Road to the south of the site provides regular services to Liverpool, Bootle, Speke, Garston and Aigburth Vale via Ullet Road to the north of the site. St Michaels train station 800m to the west of the site provides Merseyrail services, connecting the site to Liverpool City Centre, and National Rail services. Mossley Hill train station 900m to the east provides regular National Rail services to Liverpool Lime Street and Manchester Oxford Road.
<i>Would there be any unacceptable environmental or visual impacts?</i>	No (unknown, subject to assessment and mitigation)	<ul style="list-style-type: none"> There would environmental impacts relating to the loss of a Local Wildlife Site, and visual impact on the Grade I Historic Park and the listed building within the Park and on the wider Conservation Area — which would require assessment and mitigation.
Summary and Conclusions <i>Is the site considered feasible, practical and realistic proposition and does it have reasonable prospects of obtaining planning permission?</i>	<p>Summary Assessment</p> <p>In summary, the key considerations when assessing the site include:</p> <ul style="list-style-type: none"> Availability — Sefton Park is in the ownership of LCC and is a key open space and community asset that the Council wishes to retain. LCC will not consider the sale of the site to Everton and therefore the site is not available. Planning policy constraints — the site has significant policy constraints. The site is allocated as a Grade I Historic Park in the adopted and emerging Local Plan and contains 17 designated heritage assets, is within a Conservation Area and contains Local Wildlife Sites. Whilst planning policy, including the NPPF does not preclude development within a Historic Park, any substantial harm to the park and its heritage assets would require 'clear and convincing' justification whilst any substantial harm would need to be exceptional and weighed against the substantial public benefits. Quality and use — Sefton Park is a highly significant Grade I historic park of national significance, and a Green Flag and Green Heritage awarded site with beautiful features and monuments. LCC has stated that it would not favourably consider a planning application for a stadium development on a high value community open space and recreational asset Preference of the Club and its supporters — the site is located outside of the Extended North Liverpool catchment (including Areas 1a and 1b) and is wholly divorced from the Club's historic home and existing community. It is in a location where the Club would not consider relocation in a "real world" scenario. <p>Conclusion & Comparison with BMD</p> <p>The applicant contends that in comparison to BMD, both sites have planning and policy constraints (including significant heritage) which would need to be addressed to be suitable for a stadium use, however the key consideration is that the site is not available.</p>	


Site 46: Princes Park


ASSESSMENT CRITERIA	COMMENTS/SUMMARY
<i>Site Outline</i>	
Site Details	
<i>Site Area</i>	The site is approximately 19.5 hectares.
<i>Existing Site Uses</i>	The site contains Princes Park Fishing Lake, Wood Henge, Princes Park Labyrinth, a Fishing Lake, Open Space, woodlands, tennis courts, children's play areas and Little Angels Nursery and Pre-school.
<i>Surrounding Uses</i>	<ul style="list-style-type: none"> • To the north lies Princes Park Health Centre and detached and semidetached residential units. • To the west lies newly regenerated residential units within the Welsh Streets, St Silas C of E Primary School, St Philemon's C of E Church and Tesco Extra. • To the south lies Toxteth Annexe Conference Centre, The Belvedere Academy, Belvedere Road Church, the Belvedere Preparatory School and James Nugent Court. • To the east lies Bellerive FCJ Catholic College, Esso and detached and semidetached residential units.

Site Ownership	The sites freeholder is Liverpool City Council. Two leasehold titles exist over the land one to SP Manweb PLC and another to an unknown leaseholder (MS413043).	
Planning Policy		
Adopted Policy	<p>In the Liverpool UDP (2002), the site is allocated as:</p> <ul style="list-style-type: none">• Policy HD1 - a Historic Park,• Policy OE11 & OE12 - Green Space, and• Policies HD7 & HD14 - Princes Park Conservation Area.	
Emerging Policy	<p>The Submission Draft of the Liverpool Local Plan (May 2018) proposes to allocate the site as:</p> <ul style="list-style-type: none">• Policy HD1 - a Historic Park,• Policies GI 1 & GI 5 - a Local Wildlife Site, and• Policy HD1 - Princes Park Conservation Area.	

Other	<p>NPPF (2019)</p> <p><u>Open Space</u></p> <p>Paragraph 97 states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:</p> <ol style="list-style-type: none"> an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use. <p><u>Green Space</u></p> <p>Paragraph 101 states that policies for managing development within a Local Green Space should be consistent with those for Green Belts.</p> <p><u>Community</u></p> <p>Paragraph 92 (c) seeks to safeguards social, recreational and cultural facilities and services the community needs. Part C guards against unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs. Part (d) goes on to ensure that facilities are retained for the benefit of the community.</p> <p><u>Historic Environment</u></p> <p>Paragraph 192 states that in determining applications, local planning authorities should take account of:</p> <ol style="list-style-type: none"> the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and the desirability of new development making a positive contribution to local character and distinctiveness. <p>In considering the impact of a proposal on the significance of a designated heritage asset, paragraph 193 states that great weight should be placed on the asset's conservation. The more important the asset, the greater the weight should be. This is irrespective of the level of harm anticipated upon the asset and its significance.</p> <p>Paragraph 194 states that any harm to, or loss of, the significance of a designated heritage asset (should require clear and convincing justification. Substantial harm to or loss of</p> <ul style="list-style-type: none"> grade II listed buildings, or grade II registered parks or gardens, should be exceptional; assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional. <p>Under paragraph 195, harm has to be outweighed substantial benefits. Where there is less than substantial harm then there is a requirement for that harm to be clearly outweighed by public benefits (paragraph 196 of NPPF).</p>
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	<p><u>Residential</u></p> <p>Paragraph 180 states that planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.</p> <p>Liverpool City Council Open Space Assessment (2017) – identifies Princes Park as a Park and Garden with provision for children and young people with both a high quality and a high value.</p>
Statutory Designations	
<i>Heritage</i>	<p>The site is a Grade II* listed Park and Garden which contains five Grade II buildings and monuments. There are a further 39 listed buildings and monuments within the immediate vicinity of the site.</p> <div data-bbox="1496 469 2029 906" data-label="Image"> <p>A historical map from the Historic England Map Search, 2019, showing the area around Princes Park. The park is highlighted in green, and surrounding streets like Dingle Road and Dingle Lane are visible. Blue dots indicate listed buildings.</p> </div> <p><i>Historic England Map Search, 2019</i></p>
<i>Flood Risk</i>	<p>The lake sited to the centre of the site is located within Flood Zone 2 and the remainder of the site is located within Flood Zone 1.</p> <div data-bbox="1518 979 2007 1337" data-label="Image"> <p>A flood map for planning from 2019, showing the area around Princes Park. The park is highlighted in green, and surrounding streets like Dingle Road and Dingle Lane are visible. The map shows Flood Zone 1 (light blue) and Flood Zone 2 (dark blue).</p> </div> <p><i>Flood Map for Planning, 2019</i></p>


<i>Ecology</i>	Habitats located on the site include Wood pasture and Parkland BAP Priority Habitat, Priority Habitat Inventory - Deciduous Woodland and National Forest Inventory – Broadleaved.	
<i>Landscape</i>	No statutory land-based designations affect the site.	
Strategic and Regeneration Context		
<i>Strategic and Regeneration Policy</i>	n/a	
<i>Socio-Economic Profile</i>	<p>The site sits across one LSOA (pictured), in 2019 the site has an IMD ranking of 1,625 out of 32,844 LSOAs in England (10% most deprived) and an Employment Deprivation Domain of 1,911 out of 32,844 LSOAs in England (10% most deprived).</p>	 <p><i>Indices of Deprivation 2015 explorer</i></p>
Planning and Development Context		
<i>Planning History</i>	No recent or historic planning applications affect the site.	
<i>Development Status</i>	The recent major development activity in the surrounding area of the site includes the conversion of 400 terraced houses into 298 homes by Placefirst and Plus Dane conversion of 127 terraced houses into 99 affordable homes both on site at Welsh Streets; the conversion of former offices at Sefton Park Care Village into 5 town houses and 13 flats; and Bellerive FCJ Catholic School conversion of the existing buildings at Bellerive College into 44 apartments.	
<i>Landowner / Developer Aspirations</i>	The site is owned by Liverpool City Council who is committed to retaining the site as a historic park and community asset.	



Accessibility		
<i>Access to National Network</i>	The site borders Ullet Road which gives the site access to Liverpool within 5km and J4 of the M62 within 6km.	
<i>Access to Public Transport Nodes</i>	Nine bus stops sit on the roads which border the site and provide regular services to Liverpool, Belle Vale, Bootle, Mosley Hill, Aigburth Vale, Halewood, Anfield and Speke. The nearest train station is St. Michael's which is located approximately 1100km to the south of the site and provides Merseyrail services, connecting the site to Liverpool City Centre, and National Rail services.	
<i>Pedestrian and Cycle Accessibility</i>	Off-road cycle tracks run through the site which are connected to the route 56 cycle route and the Trans Pennine Trail which connects the site to Liverpool City Centre and to the east. Further off-road cycle tracks are found to the north of the site. On-road signed cycle routes and on-road cycle lanes are located to the east of the site.	 <p>Mersey Travel Cycle Map, 2019</p>
<i>Highways Capacity and Access</i>	Access to the site is via Ullet Road	
Fit with Everton's Requirements		
<i>Connection to North Liverpool</i>	The site does not possess any cultural ties with Everton and is located approximately 5.5km away from Goodison Park. As such, it does not provide a suitable location for Everton in terms of its requirements to stay physically, socially and culturally connected to its home in the North of Liverpool.	
<i>Iconic Location</i>	The site would not provide an iconic location.	

Site Assessment Summary		
<i>Is the site large enough for the proposed stadium and parking?</i>	Yes	<ul style="list-style-type: none"> The site is of sufficient size to accommodate a stadium in an east-west or north-south orientation, including the required circulation space and car parking.
<i>Are there any overriding site-specific planning issues?</i>	Subject to further investigation and assessment – to address the relevant national and local policy tests and site specific issues	<ul style="list-style-type: none"> The Site is a grade II* listed Historic Park and is allocated as a Historic Park (HD15 and HD1) in the adopted and emerging Local Plan, which seeks to protect and enhance Historic Parks and prevent built development on part or all of any green space unless the proposed development can be accommodated without material harm. However, planning policy and the NPPF does not preclude development within a Historic Park. Any substantial harm to the park and its heritage assets would require 'clear and convincing' justification whilst any substantial harm would need to be exceptional and weighed against the substantial public benefits. The site is also allocated as greenspace (OE11 and OE12) and open space (GI3) in the adopted and emerging plan respectively. If assessed against adopted or emerging policy, a stadium development would need to address key open space policies as well as the NPPF with regard to the loss of open space (pp's 96-101). The Liverpool City Council Open Space Assessment Report (2017) identifies Sefton Park as a Park and Garden with both a high quality and a high value. A stadium development could generate a significant impact on the amenity of the surrounding community – the site is bounded on all sides by residential development. There is the potential to generate a significant impact on the amenity of the surrounding community in terms of traffic, noise, visual impact and event day disruption.
<i>Is site acquisition a realistic proposition?</i>	No	<ul style="list-style-type: none"> The site is owned by LCC and is considered as an important open space/recreational asset, habitat and historic park in the south of the City. LCC wish to retain the site therefore, the site is not available to the developer because the City Council will not sell it. The site is located outside of Everton's traditional and preferred catchment, with no tangible ties to its historic home and existing community, and is in a location where the Club would not consider relocation in a "real world" scenario. As such, the site is not considered a realistic or reasonable proposition over what is currently proposed.
<i>Can the stadium be built without incurring unaffordable development costs on the site?</i>	Yes	<ul style="list-style-type: none"> As the site is a greenfield site with no known history of contamination, it is anticipated that there would not be unaffordable development costs on the site.
<i>Is the site accessible by sustainable modes of transport?</i>	Yes	<ul style="list-style-type: none"> The site is connected to the public transport network with regular bus services to Liverpool, Belle Vale, Bootle, Mosley Hill, Aigburth Vale, Halewood, Anfield and Speke via the nine bus stops located around the site. The nearest train station is St. Michael's which is located approximately 1100m to the south of the site and provides Merseyrail services, connecting the site to Liverpool City Centre, and National Rail services.



<i>Would there be any unacceptable environmental or visual impacts?</i>	No (subject to assessment)	<ul style="list-style-type: none"> There would environmental impacts and visual impact on the Grade I Historic Park and the listed building within the Park and on the wider Conservation Area – which would require assessment and mitigation.
<p>Summary and Conclusions</p> <p><i>Is the site considered feasible, practical and realistic proposition and does it have reasonable prospects of obtaining planning permission?</i></p>	<p>Summary Assessment</p> <p>In summary, the key considerations when assessing the site include:</p> <ul style="list-style-type: none"> Availability – Princes Park is in the ownership of LCC and is a key open space and community asset that the Council wishes to retain. LCC will not consider the sale of the site to Everton and therefore the site is not available. Planning policy constraints – the site has significant policy constraints. The site is allocated as a Grade II* Historic Park in the adopted and emerging Local Plan and contains 5 designated heritage assets. Whilst planning policy, including the NPPF does not preclude development within a Historic Park, any substantial harm to the park and its heritage assets would require 'clear and convincing' justification whilst any substantial harm would need to be exceptional and weighed against the substantial public benefits. Preference of the Club and its supporters – the site is located outside of the Extended North Liverpool catchment (including Areas 1a and 1b) and is wholly divorced from the Club's historic home and existing community. It is in a location where the Club would not consider relocation in a "real world" scenario. <p>Conclusion & Comparison with BMD</p> <p>The applicant contends that in comparison to BMD, both sites have planning and policy constraints (including heritage) which would need to be addressed to be suitable for a stadium use, however the key consideration is that the site is not available.</p>	



Site 47: Otterspool Park


ASSESSMENT CRITERIA	COMMENTS/SUMMARY
Site Outline	
Site Details	
Site Area	The site is approximately 28.3 hectares.
Existing Site Uses	The site contains Miller & Carter Otterspool (pub), brownfield land, open space, woodlands, car park, allotments and Otterspool Adventure (café and activity centre) and both grass and 3G 11-aside football pitches.
Surrounding Uses	<ul style="list-style-type: none"> Immediately to the north lies a railway line, and beyond this Otterspool Park Promenade, open space, sports playing fields, Fulwood Park with associated woodlands, Palmerston School, St. Anne's, Aigburth, Sudley Junior School and semidetached residential units. To the west lies Otterspool Household Waste Recycling Centre, open space, woodlands, detached and semidetached residential units and Festival Gardens. To the south lies open space, car parking, a promenade to the River Mersey and the River Mersey. To the east lies Aigburth train station, detached and semidetached residential units, car parking, woodlands and open space.

Site Ownership	The sites freeholder's include Liverpool City Council and Mitchells & Butlers Retail Limited. Two leasehold titles exist over the land to Otterspool Adventure Centre Limited and SP Manweb PLC.	
Planning Policy		
Adopted Policy	In the Liverpool UDP (2002), the site is allocated as: <ul style="list-style-type: none">• Policy OE3 - Green Wedge,• Policy OE7 - a Potential Local Nature Reserve, and• Policies OE11 & OE12 - Green Space.	
Emerging Policy	The Submission Draft of the Liverpool Local Plan (May 2018) proposes to allocate the site as: <ul style="list-style-type: none">• Policies GI 1 & GI 3 - Open Space,• Policies GI 1 & GI 3 - Green Wedge. and• Policies GI 1 & GI 5 - Local Wildlife Sites.	


<p><i>National Policy and Other Material Considerations</i></p>	<p>NPPF (2019)</p> <p><u>Open Space</u></p> <p>Paragraph 97 states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:</p> <ul style="list-style-type: none"> A. an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or B. the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or C. the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use. <p><u>Green Space</u></p> <p>Paragraph 101 states that policies for managing development within a Local Green Space should be consistent with those for Green Belts.</p> <p><u>Natural Environment</u></p> <p>Paragraph 170 states that planning policies and decisions should contribute to and enhance the natural and local environment by: a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan). When determining planning applications, paragraph 175a states that if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.</p> <p>SSI (175b) - development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest</p>
	<p>Sport England</p> <p>Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of:</p> <ul style="list-style-type: none"> • all or any part of a playing field, or • land which has been used as a playing field and remains undeveloped, or • land allocated for use as a playing field unless, in the judgement of Sport England, the development as a whole meets with one or more of five specific exceptions.
	<p>Liverpool's Open Space Assessment (2017)</p> <p>The Assessment identifies that the site as a Park and Garden with green corridor functions. Otterspool Park has the fifth highest quality in Liverpool and has a high value, additionally, the site contains provision for children and young people which has the fourth highest quality in Liverpool and a high value.</p>

Statutory Designations		
<i>Heritage</i>	No listed buildings or monuments fall within the site; however, a cluster of 14 Grade II listed buildings or monuments sit to the north west of the site surrounding Fulwood Park and the Grade II* St Anne's church with Grade II gates sitting to the north east of the site.	 <p>Historic England Map Search, 2019</p>
<i>Flood Risk</i>	The site sits within Flood Zone 1.	 <p>Flood Map for Planning, 2019</p>

<p><i>Ecology</i></p>	<p>The habitats located on the site include Ancient Woodland — Dipford Wood, Priority Habitat Inventory - Deciduous Woodland, National Forest Inventory — Broadleaved and Priority Habitat Inventory - No main habitat but additional habitat exists.</p>	 <p>Magic Maps, 2019</p>
<p><i>Landscape</i></p>	<p>Statutory land-based designations which affect the site include SSSI Impact Risk Zones and a Wild Bird General Licence Exclusion Zone.</p>	 <p>Magic Maps, 2019</p>

Strategic and Regeneration Context				
Strategic and Regeneration Policy	n/a			
Socio-Economic Profile	<p>The site sits across two LSOAs (pictured), in 2019 the first LSOA has an IMD ranking of 8,753 out of 32,844 LSOAs in England (30% most deprived) and an Employment Deprivation Domain of 11,200 out of 32,844 LSOAs in England (40% most deprived).</p> <p>In 2019 the second has an IMD ranking of 24,274 out of 32,844 LSOAs in England (30% least deprived) and an Employment Deprivation Domain of 27,302 out of 32,844 LSOAs in England (20% least deprived).</p>			 <p>Indices of Multiple Deprivation 2015 Explorer</p>
Planning and Development Context				
Planning History	The planning history relating to the site is set out below which primarily relates to the recreational and community use of the site.			
	Application Number	Date	Decision	Details
	19F/0615	29-04-2019 (registered)	n/a	To replace maze and Towers with open sided activity barn with associated landscaping.
	19F/0573	29-04-2019 (registered)	n/a	To replace existing tower structure with new activity tower. Extend existing cafe and reception building to provide ancillary staff toilet and plant room facilities.


	18F/1585	14-09-2018	Approve with Conditions	Application for the retention of ice cream parlour and external play area.
	17F/3370	14-09-2018	Withdrawn	To erect new toilet facilities following demolition of existing block
	16F/1050	31-10-2016	Approve with Conditions	To install 3no. 3G artificial pitched with associated changing room building (incorporating gym) flood lighting columns, fencing, boundary treatments and car park.
	14F/1943	24-10-2014	Approve with Conditions	To create 'wheeled sports hub' recreation facility with associated hard standing
	14F/0165	17-04-2014	Approve with Conditions	To erect proprietary marquee to create a soft indoor play area for a temporary period of 3 years
	10F/0734	04-08-2010	Approve with Conditions	To erect outdoor activity centre (comprising climbing ropes, climbing tower, fort, maze) with associated cafe and reception building, including ancillary development of staff and disabled parking, fencing, cycle parking, secure service area and landscaping
	07F/2382	07-11-2007	Refuse	To erect two storey extension to public house to provide 32-bedroom hotel and layout extended car park at front (approx. 103 spaces)
Development Status	Limited development activity has occurred or is proposed in the surrounding area of the site other than the proposed residential development at Festival Gardens.			
Landowner / Developer Aspirations	The site is owned by Liverpool City Council which is committed to retaining the Park and associated amenities and an important community asset.			
Accessibility				
Access to National Network	The site borders Jericho Lane which gives the site access to Liverpool via Riverside Drive within 7km and J4 of the M62 within 6km.			
Access to Public Transport Nodes	Jericho Lane borders the site and provides two bus stops which provide regular services to Murdishaw and Liverpool. Aigburth Road sits 300m north east of the site and provides more regular services than Jericho Lane to Liverpool, Speke, Garston and Murdishaw. The most easterly point of the site borders Aigburth train station which provides Merseyrail services, giving the site access to Liverpool City Centre and National Rail Services.			

<i>Pedestrian and Cycle Accessibility</i>	Footpaths run through the site connecting the site to Aigburth Road and the promenade. The promenade provides an off-road cycle track which gives the site access to Liverpool City Centre and Garston via the riverfront.	 <p>Mersey Travel Cycle Map, 2017</p>
<i>Highways Capacity and Access</i>	Access to the site by car can be taken from Aigburth Road (A561) and Jericho Lane/Otterspool Drive. Whilst Aigburth Road is likely to have sufficient capacity for additional traffic being part of the major highway network, it is expected that Jericho Lane/Otterspool Drive will need upgrading due to high flows of traffic on event days.	
Fit with Everton's Requirements		
<i>Connection to North Liverpool</i>	<ul style="list-style-type: none">▪ The site does not possess any cultural ties with Everton and is located approximately 8km away from Goodison Park. As such, it does not provide a suitable location for Everton in terms of its requirements to stay physically, socially and culturally connected to its home in the North of Liverpool.	
<i>Iconic Location</i>	<ul style="list-style-type: none">▪ The site has potential to provide an iconic location subject to design.	

Site Assessment Summary		
<i>Is the site large enough for the proposed stadium and parking?</i>	Yes	<ul style="list-style-type: none"> The site is of sufficient size to accommodate a stadium in an east-west or north-south orientation, including the required circulation space and car parking.
<i>Are there any overriding site-specific planning issues?</i>	Subject to further investigation and assessment – to address the relevant national and local policy tests and site specific issues	<ul style="list-style-type: none"> The Site is allocated as Green Wedge, Green Space and a Potential Local Nature Reserve (Policies OE3, OE7, OE11 & OE12) in the adopted UDP and Open Space, Green Wedge and a Local Nature Reserve (Policy GI1, GI2, GI3 and GI5) in the emerging Local Plan, which seeks to protect the City's green spaces for recreational and community uses. If assessed against adopted or emerging policy, a stadium development would need to address key open space policies; as well as the NPPF with regard to the loss of open space (pp's 96-101) and Sport England requirements. In terms of its use and quality, Liverpool City Council's Open Space Assessment Report and Standards (2017) identifies Otterspool Park as a 'high-quality' park and garden with a 'high value' attached to it from the community. The loss of Otterspool Park would cause Liverpool to lose Liverpool's fifth highest quality, a high value park for the local community.
<i>Is site acquisition a realistic proposition?</i>	No	<ul style="list-style-type: none"> The majority of the site is owned by LCC who is committed to retaining the park as an important community open space and recreational resource. The site includes, open space, woodlands, allotments and Otterspool Adventure (café and activity centre) and both grass and 3G 11-a-side football pitches. The site is a key asset that LCC wish to retain and is therefore, not available to the developer because the City Council will not sell it. The site is located outside of Everton's traditional and preferred catchment, with no tangible ties to its historic home and existing community, and is in a location where the Club would not consider relocation in a "real world" scenario. As such, the site is not considered a realistic or reasonable proposition over what is currently proposed.
<i>Can the stadium be built without incurring unaffordable development costs on the site?</i>	Yes	<ul style="list-style-type: none"> As the site is a greenfield site with no known history of contamination, it is not anticipated that there would be unaffordable development costs on the site.
<i>Is the site accessible by sustainable modes of transport?</i>	Yes	<ul style="list-style-type: none"> The site is connected to the public transport network with regular bus services via two bus stops at Jericho Lane which borders the site and provides regular services to Murdishaw and Liverpool. Aigburth Road, approximately 300m north east of the site, provides more regular services than Jericho Lane to Liverpool, Speke, Garston and Murdishaw. The most easterly point of the site borders Aigburth train station which provides Merseyrail services, giving the site access to Liverpool City Centre and National Rail Services.

<i>Would there be any unacceptable environmental or visual impacts?</i>	No	<ul style="list-style-type: none"> Subject to mitigation and investigation.
<p>Summary and Conclusions</p> <p><i>Is the site considered feasible, practical and realistic proposition and does it have reasonable prospects of obtaining planning permission?</i></p>	<p>Summary Assessment</p> <p>In summary, the key considerations when assessing the site include:</p> <ul style="list-style-type: none"> Availability — the site is predominantly owned by Liverpool City Council who is committed to retaining the site as an important community recreation asset, including the provision of active playing fields. LCC will not consider the sale of the site to Everton and therefore the site is not available. Planning policy constraints — the site is allocated as Green Wedge, a Local Nature/Wildlife site an open space and recreation asset (including playing pitches) in the adopted and emerging Local Plan. Whilst planning policy and guidance, including the NPPF and Sport England policy, does not strictly preclude development within an important City Park or on existing sports facilities, any development would require convincing justification and mitigation. It would need to be demonstrated that the current use is not required, the loss of the provision would be outweighed by significant benefits or that alternative provision could be provided elsewhere. Usage and quality — the Liverpool Open Space Study (2017) identifies that the site as a Park and Garden with green corridor functions - Otterspool Park has the fifth highest quality in Liverpool and has a high value, additionally, the site contains provision for children and young people which has the fourth highest quality in Liverpool and a high value. Preference of the Club and its supporters — the site is located outside of the Extended North Liverpool catchment (including Areas 1a and 1b) and is wholly divorced from the Club’s historic home and existing community. It is in a location where the Club would not consider relocation in a “real world” scenario. <p>Conclusion & Comparison with BMD</p> <p>The applicant contends that in comparison to BMD, both sites have planning and policy constraints which would need to be addressed to be suitable for a stadium use, however the key consideration is that the site is not available. The site is also in a location where the Club would not consider relocation in a “real world” scenario and does not represent a better or more realistic option than BMD.</p>	

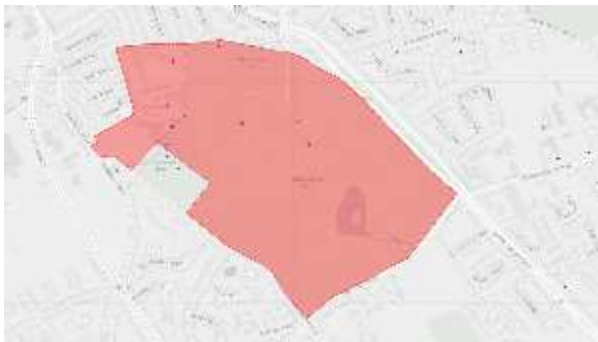
Site 48: Calderstones Park



ASSESSMENT CRITERIA	COMMENTS/SUMMARY
<i>Site Outline</i>	
Site Details	
<i>Site Area</i>	The site is approximately 57.4 hectares.
<i>Existing Site Uses</i>	The site contains Calderstones School, the ancient Calder Stones, Calderstones Park Café, allotments, The Mansion House including Calderstones Story exhibition and The Reader cafe, Linda McCartney Playground, a Boating Pond, Car Parking, Open Space and woodlands.
<i>Surrounding Uses</i>	<ul style="list-style-type: none"> To the north lies Beechside Residential Care Home, semidetached residential units and Carleton House Preparatory School, To the west lies Army Reserve Centre, university sports playing fields, Geoffrey Hughes Memorial Ground and semidetached residential units,


	<ul style="list-style-type: none"> To the south lies Carmelite Monastery, Allerton Manor Golf Club, open space, woodlands and semidetached and detached residential units, and To the east lies St Francis Xavier's College, Abbot's Lea School, Strawberry Field, semidetached and detached residential units.
<i>Site Ownership</i>	<p>The sites predominant freeholder is Liverpool City Council; however, SP Manweb PLC own two land holdings and one unknown freeholder (MS249177).</p> <p>Several leasehold titles exist over the land, owned by Liverpool City Council, Liverpool Schools Services Limited, SP Manweb PLC and The Reader Organisation.</p>
Planning Policy	
<i>Adopted Policy</i>	<p>In the Liverpool UDP (2002), the site is allocated as:</p> <ul style="list-style-type: none"> Policy HD16 - an Ancient Monument, Policy OE3 - Green Wedge, and Policies OE11 & OE12 - Green Space.
<i>Emerging Policy</i>	<p>The Submission Draft of the Liverpool Local Plan (May 2018) proposes to allocate the site as:</p> <ul style="list-style-type: none"> Policy HD1 - an Ancient Monument, Policies GI 1 & GI 3 - Open Space, Policies GI 1 & GI 3 - Green Wedge, Policies GI 1 & GI 5 - Local Wildlife Site.



<p><i>National Policy and Other Material Considerations</i></p>	<p>NPPF (2019)</p> <p><u>Community</u></p> <p>Paragraph 92 (c) seeks to safeguards social, recreational and cultural facilities and services the community needs. Part C guards against unnecessary loss of valued facilities and services, particularly where this would reduce the community’s ability to meet its day-to-day needs. Part (d) goes on to ensure that facilities are retained for the benefit of the community.</p> <p><u>Open Space</u></p> <p>Paragraph 97 states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:</p> <ul style="list-style-type: none"> a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use. <p><u>Green Space</u></p> <p>Paragraph 101 states that policies for managing development within a Local Green Space should be consistent with those for Green Belts.</p> <p><u>Green Belt</u></p> <p>Paragraph 143 states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. When considering any planning application, paragraph 144 requires that local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. ‘Very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.</p> <p><u>Historic Environment</u></p> <p>Paragraph 192 states that in determining applications, local planning authorities should take account of: a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness. In considering the impact of a proposal on the significance of a designated heritage asset, paragraph 193 states that great weight should be placed on the asset’s conservation. The more important the asset, the greater the weight should be. This is irrespective of the level of harm anticipated upon the asset and its significance.</p> <p>Paragraph 194 states that any harm to, or loss of, the significance of a designated heritage asset (should require clear and convincing justification. Substantial harm to or loss of</p> <ul style="list-style-type: none"> • grade II listed buildings, or grade II registered parks or gardens, should be exceptional; • assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional .
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	<p>Under paragraph 195, harm has to be outweighed substantial benefits. Where there is less than substantial harm then there is a requirement for that harm to be clearly outweighed by public benefits (paragraph 196 of NPPF).</p> <p><u>Natural Environment</u></p> <p>Paragraph 170 states that planning policies and decisions should contribute to and enhance the natural and local environment by: a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan). When determining planning applications, paragraph 175a states that if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.</p> <p>Liverpool's Open Space Assessment (2017) — identifies that the site as the highest-ranking Park and Garden in terms of quality in Liverpool due to the wide range of provision and excellent standard of appearance within them which also has high value. The park also has provision for children and young which is regarded as the second highest in terms of quality in Liverpool and high value and acts as a green corridor.</p>
Statutory Designations	
<p><i>Heritage</i></p>	<p>The site contains the Scheduled Monument 'The Calderstones: six monoliths decorated with rock art' and nine grade II listed buildings. The Grade I listed Church of All Hallows and three Grade II listed buildings sit directly to the south of the site.</p> <div data-bbox="1435 703 2056 1062">  </div> <p><i>Historic England Map Search, 2019</i></p>

<p><i>Flood Risk</i></p>	<p>The site sits within Flood Zone 1.</p>	 <p>Flood Map for Planning, 2019</p>
<p><i>Ecology</i></p>	<p>Habitats located on the site include Wood pasture and Parkland BAP Priority Habitat, Priority Habitat Inventory - Deciduous Woodland and National Forest Inventory – Broadleaved.</p>	 <p>Magic Maps, 2019</p>
<p><i>Landscape</i></p>	<p>No statutory land-based designations effect the site.</p>	

Strategic and Regeneration Context				
Strategic and Regeneration Policy	n/a			
Socio-Economic Profile	<p>The site sits across two LSOAs (pictured), the first LSOA has an IMD ranking of 24,374 out of 32,844 LSOAs in England (30% least deprived) and an Employment Deprivation Domain of 23,939 out of 32,844 LSOAs in England (30% least deprived).</p> <p>The second has an IMD ranking of 23,114 out of 32,844 LSOAs in England (30% least deprived) and an Employment Deprivation Domain of 21,908 out of 32,844 LSOAs in England (40% least deprived).</p>			 <p>Indices of Multiple Deprivation 2015 Explorer</p>
Planning and Development Context				
Planning History	The planning applications related to the site are outlined below:			
	Application Number	Date	Decision	Details
	17F/2355	16-03-2018	Approve with Conditions	To change use from offices (B1) to education centre incorporating office suites exhibition spaces, cafe, meeting and function facilities, outdoor theatre, multipurpose space and ancillary retail, to erect glazed exhibition encasement for the Calderstones at rear, demolition of toilet block, create new entrance to rear, permanent disabled ramps to front, layout hard and soft landscaping, new steps to rear and other associated alterations.

	17L/2358	16-03-2018	Approve with Conditions	To carry out internal and external alterations in connection with change of use from (B1) to education centre incorporating office suites exhibition spaces, cafe, meeting and function facilities, outdoor theatre, multipurpose space and ancillary retail, to erect glazed exhibition encasement for the Calderstones at rear, demolition of toilet block, create new entrance to rear, permanent disabled ramps to front, layout hard and soft landscaping, new steps to rear and other associated alterations.
	16F/2049	09-01-2018	Approve with Conditions (Liverpool Open and Green Spaces Community Interest Group Judicially Reviewed the application which was quashed at High Court)	To erect 39 dwellings with associated parking and access roads following demolition of existing non-listed buildings, to convert Beechley House, stables and summer house into 12 apartments with associated parking.
	15F/0473	23-06-2015	Approve with Conditions	To use former offices as an education centre incorporating office suites, exhibition spaces, café, meeting and function rooms, kiosk and additional apartment. Erect glazed exhibition space, construct workshops, install disabled ramps (following removal of existing temporary ramp), layout hard and soft landscaping, create paved seating terrace together with associated external alterations.
	15L/0472	23-06-2015	Approve with Conditions	To carry out internal and external alterations in connection with the use of the building as an educational facility
	14F/2678	22-01-2015	Approve with Conditions	To make external and internal alterations including new doors and windows in connection with the change of use of former depot and office to educational and activity centre with ancillary retail use
	14L/2679	29-01-2015	Approve with Conditions	To make external and internal alterations including new doors and windows in connection with the change of use of former depot and office to educational and activity centre with ancillary retail use
	14L/2031	21-10-2014	Approve with Conditions	To carry out internal and external alterations in connection with conversion of Coach House into guest accommodation and holiday cottage
	14F/2029	21-10-2014	Approve with Conditions	To use offices as 19 hotel/guest rooms, create one holiday cottage, carry out associated internal and external alterations and reconfigure external area.

<i>Development Status</i>	The only relevant application of interest in the vicinity is the 160 dwelling residential development proposed by Redrow to the south of the site which was allowed at appeal (application '160/1191').	
<i>Landowner / Developer Aspirations</i>	Given the significance of the Park, and the Calder Stones which are located within it, LCC is committed to retaining the park as a key community asset.	
Accessibility		
<i>Access to National Network</i>	The site borders Menlove Avenue which connects the site to Liverpool within 9 km and J4 of the M62 within 4 km.	
<i>Access to Public Transport Nodes</i>	Menlove Avenue borders the site and provides four bus stops which provides regular services to Liverpool and Halewood. West Allerton train station sits 1.1km from the site and provides regular northern services to Liverpool Lime Street and Manchester Oxford Road.	
<i>Pedestrian and Cycle Accessibility</i>	<p>An off-road cycle track is located within the site and the cycle route 56 and the Trans Pennine Trail is located to the north of the site via Calderstones Road an on-road signed cycle route and an on-road cycle lane connecting the site to Liverpool City Centre and to the east. To the south of the site via Yewtree Road an on-road signed cycle route is located.</p>	<p>Mersey Travel Cycle Maps, 2017</p>
<i>Highways Capacity and Access</i>	Access to the site by car is available from Menlove Avenue (A562) which is a 2x2 lane road. It is anticipated that whilst this road could accommodate some additional trips during event days, a traffic management plan would be required to ensure there is not undue stress on this main artery into/out of the city.	


Fit with Everton's Requirements		
Connection to North Liverpool	The site does not possess any cultural ties with Everton and is located approximately 7.5km away from Goodison Park. As such, it does not provide a suitable location for Everton in terms of its requirements to stay physically, socially and culturally connected to its home in the North of Liverpool.	
Iconic Location	The site has no potential to provide an iconic location.	
Site Assessment Summary		
Is the site large enough for the proposed stadium and parking?	Yes	<ul style="list-style-type: none">The site is of sufficient size to accommodate a stadium in an east-west or north-south orientation, including the required circulation space and car parking.
Are there any overriding site-specific planning issues?	Subject to further investigation and assessment – to address the relevant national and local policy tests and site specific issues	<ul style="list-style-type: none">The site contains the Scheduled Monument, the ancient Calder Stones and is allocated as an Ancient Monument in adopted policy (Policy HD16) and in emerging policy (HD1), as well as 9 Grade II listed assets.The Site is allocated as Green Wedge and Green Space (Policies OE3, OE11 & OE12) in the adopted UDP and Open Space, Green Wedge and a Local Wildlife Site (Policy GI1, GI3 and GI5) in the emerging Local Plan, which seeks to protect the City's green spaces for recreational and community uses. If assessed against adopted or emerging policy, a stadium development would need to address key open space policies; as well as the NPPF with regard to the loss of open space (pp's 96-101).In terms of its use and quality, Liverpool City Council's Open Space Assessment (2017) identifies that the site as the highest-ranking Park and Garden in terms of quality in Liverpool due to the wide range of provision and excellent standard of appearance within them which also has high value. The park also has provision for children and young which is regarded as the second highest in terms of quality in Liverpool, with high value and acts as a green corridor.
Is site acquisition a realistic proposition?	No	<ul style="list-style-type: none">The majority of the site is owned by LCC who is committed to retaining the park as an important community open space and recreational resource. The site is key asset that LCC wish to retain. LCC will not consider the sale of the site to Everton and therefore the site is not available.The site is located outside of Everton's traditional and preferred catchment, with no tangible ties to its historic home and existing community, and is in a location where the Club would not consider relocation in a "real world" scenario. As such, the site is not considered a realistic or reasonable proposition over what is currently proposed.



<i>Can the stadium be built without incurring unaffordable development costs on the site?</i>	Yes	<ul style="list-style-type: none"> As the site is a greenfield site with no known history of contamination, it is not anticipated that there would be unaffordable development costs on the site.
<i>Is the site accessible by sustainable modes of transport?</i>	Yes	<ul style="list-style-type: none"> The site is connected to the public transport network with regular services to Liverpool and Halewood via four bus stops on Menlove Avenue. West Allerton train station sits 1.1 km from the site and provides regular northern services to Liverpool Lime Street and Manchester Oxford Road. Additional bus services may be required to alleviate pressure on the existing bus services to connect the station with the stadium on event days.
<i>Would there be any unacceptable environmental or visual impacts?</i>	Yes	<ul style="list-style-type: none"> There are likely to be unacceptable environmental impacts relating to the loss of the Green Wedge, loss of a Local Wildlife Site and significant visual impacts relating to the impact on the SAM and listed buildings which fall within the site and in the immediate vicinity of the site.
Summary and Conclusions <i>Is the site considered feasible, practical and realistic proposition and does it have reasonable prospects of obtaining planning permission?</i>	Summary Assessment <p>In summary, the key considerations when assessing the site include:</p> <ul style="list-style-type: none"> Availability — Calderstones Park is predominantly in the ownership of LCC and is a key open space and community asset that the Council wishes to retain. LCC will not consider the sale of the site to Everton and therefore the site is not available. Planning policy constraints — the site is allocated Green Wedge, Green Space and Open Space in the adopted and emerging Local Plan and contains a Scheduled Monument and 9 Grade II listed assets. Whilst planning policy and guidance, including the NPPF, does not strictly preclude development within an important City Park or on existing sports facilities, any development would require convincing justification and mitigation. It would need to be demonstrated that the current use is not required, the loss of the provision would be outweighed by significant benefits or that alternative provision could be provided elsewhere. In addition, any substantial harm to the park and its heritage assets would require 'clear and convincing' justification whilst any substantial harm would need to be exceptional and weighed against the substantial public benefits; in line with NPPF and Local Policy. Quality and usage - Liverpool's Open Space Assessment (2017) identifies that the site as the highest-ranking Park and Garden in terms of quality in Liverpool due to the wide range of provision and excellent standard of appearance within them which also has high value. The park also has provision for children and young which is regarded as the second highest in terms of quality in Liverpool, with high value and acts as a green corridor. Preference of the Club and its supporters — the site is located outside of the Extended North Liverpool catchment (including Areas 1a and 1b) and is wholly divorced from the Club's historic home and existing community. It is in a location where the Club would not consider relocation in a "real world" scenario. 	


Conclusion & Comparison with BMD



The applicant contends that in comparison to BMD, both sites have planning and policy constraints (including heritage) which would need to be addressed to be suitable for a stadium use, however **the key consideration is that the site is not available.**


Site 49: Woolton Golf Club


ASSESSMENT CRITERIA	COMMENTS/SUMMARY
<i>Site Outline</i>	
Site Details	
<i>Site Area</i>	The site is approximately 29 hectares
<i>Existing Site Uses</i>	The site contains Woolton Golf Club and Course with associated clubhouse, woodlands and open space.
<i>Surrounding Uses</i>	<ul style="list-style-type: none"> • To the north lies semidetached residential units and Holy Family Catholic Church. • To the west lies industrial units, Allerton Park, Allerton Cemetery, detached and semidetached residential units.

	<ul style="list-style-type: none"> To the south lies Hunts Cross train station, detached and semidetached residential units. To the east lies Frensham Park, Arncliffe Court Nursing Home and semidetached residential units.
<i>Site Ownership</i>	The sites landowner is Woolton Golf Club Limited.
Planning Policy	
<i>Adopted Policy</i>	<p>In the Liverpool UDP (2002), the site is allocated as:</p> <ul style="list-style-type: none"> Policy OE11 & OE12 - Green Space, and Policy OE3 - Green Wedge. 
<i>Emerging Policy</i>	<p>The Submission Draft of the Liverpool Local Plan (May 2018) proposes to allocate the site as:</p> <ul style="list-style-type: none"> Policies GI1 & GI 2 - Green Wedge, and Policies GI 1 & GI 3 - Open Space. 

<p><i>National Policy and Other Material Considerations</i></p>	<p>NPPF (2019)</p> <p><u>Open Space</u></p> <p>Paragraph 97 states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:</p> <ul style="list-style-type: none"> A. an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or B. the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or C. the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use. <p><u>Green Space</u></p> <p>Paragraph 101 states that policies for managing development within a Local Green Space should be consistent with those for Green Belts.</p> <p><u>Green Belt</u></p> <p>Paragraph 143 states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. When considering any planning application, paragraph 144 requires that local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.</p>
<p>Statutory Designations</p>	
<p><i>Heritage</i></p>	<p>No listed buildings or monuments sits on the site however, the grade II listed Golf Lodge sits in close proximity to the site.</p> <div data-bbox="1429 852 2033 1238">  </div> <p>Historic England Map Search, 2019</p>

<p><i>Flood Risk</i></p>	<p>The site sits within Flood Zone 1.</p>	 <p><i>Flood Map for Planning, 2019</i></p>
<p><i>Ecology</i></p>	<p>Habitats located on site include Priority Habitat Inventory – Dec iduous Woodland and National Forest Inventory – Broadleaved.</p>	 <p><i>Magic Maps, 2019</i></p>
<p><i>Landscape</i></p>	<p>There are not considered to be any statutory landscape designations within or immediately adjacent to the site which would act as a constraint to development.</p>	

Strategic and Regeneration Context		
Strategic and Regeneration Policy	n/a	
Socio-Economic Profile	<p>The site sits across two LSOAs (pictured), in 2019 the first LSOA has an IMD ranking of out of 9,749 LSOAs in England (30% most deprived) and an Employment Deprivation Domain of 7,851 out of 32,844 LSOAs in England (30% most deprived).</p> <p>In 2019 the second LSOA has an IMD ranking of 21,586 out of 32,844 LSOAs in England (40% least deprived) and an Employment Deprivation Domain of 18,906 out of 32,844 LSOAs in England (50% least deprived).</p>	 <p>Indices of Multiple Deprivation 2015 Explorer</p>
Planning and Development Context		
Planning History	No major historical applications exist on the site.	
Development Status	No recent decisions of relevance.	
Landowner / Developer Aspirations	The site is owned by operational and in use as an active Golf Club.	
Accessibility		
Access to National Network	The site borders Macket’s Lane which gives the site access to Higher Road, connecting the site to Liverpool within 15 km, Widnes within 9 km and J6 of the M62 and J1 of the M57 within 9 km.	

<i>Access to Public Transport Nodes</i>	<p>The site borders Speke Road where two bus stops reside and provides regular bus services to Speke, Bootle and St Helens.</p> <p>Directly south of the site sits Hunts Cross train station which connects the site to Mersey Rail Services connecting the site to Liverpool City Centre and National Services connecting the site to Manchester Oxford Road and Liverpool Lime Street.</p>	
<i>Pedestrian and Cycle Accessibility</i>	<p>An on-road cycle lane is located to the south of the site and off-road cycle tracks are located approximately 500m to the east of the site which are connected to the route 62 cycle route and the Trans Pennine Trail.</p>	 <p>Mersey Travel Cycle Maps, 2017</p>
<i>Highways Capacity and Access</i>	<ul style="list-style-type: none">Access to the site can only be achieved via local roads and the site is in a wholly residential area. Any major events in this location would have a significant adverse impact on the local highways network.	
Fit with Everton's Requirements		
<i>Connection to North Liverpool</i>	<ul style="list-style-type: none">The site does not possess any cultural ties with Everton and is located approximately 10.5km away from Goodison Park. As such, it does not provide a suitable location for Everton in terms of its requirements to stay physically, socially and culturally connected to its home in the North of Liverpool.	
<i>Iconic Location</i>	<ul style="list-style-type: none">The site has no potential to provide an iconic location.	
Site Assessment Summary		
<i>Is the site large enough for the proposed stadium and parking?</i>	Yes	<ul style="list-style-type: none">The site is of sufficient size to accommodate a stadium in an east-west or north-south orientation, including the required circulation space and car parking.

<i>Are there any overriding site-specific planning issues?</i>	Subject to further investigation and assessment – to address the relevant national and local policy tests and site specific issues	<ul style="list-style-type: none"> ▪ The Site is allocated as Green Wedge and Green Space (Policies OE3, OE11 & OE12) in the adopted UDP and Open Space and Green Wedge (Policy GI1, GI2 and GI3) in the emerging Local Plan, which seeks to protect the City's green spaces for recreational and community uses. If assessed against adopted or emerging policy, a stadium development would need to address key open space policies; as well as the NPPF with regard to the loss of open space (pp's 96-101) and Sport England tests. ▪ A stadium development could generate a significant impact on the amenity of the surrounding community – the site is bounded on all sides by residential development. There is the potential to generate a significant impact on the amenity of the surrounding community in terms of traffic, noise, visual impact and event day disruption.
<i>Is site acquisition a realistic proposition?</i>	No	<ul style="list-style-type: none"> ▪ The site is owned by Woolton Golf Club and is active an operational as a private golf club. ▪ The site is located outside of Everton's traditional and preferred catchment, with no tangible ties to its historic home and existing community, and is in a location where the Club would not consider relocation in a "real world" scenario. As such, the site is not considered a realistic or reasonable proposition over what is currently proposed.
<i>Can the stadium be built without incurring unaffordable development costs on the site?</i>	Yes	<ul style="list-style-type: none"> ▪ As the site is a greenfield site with no known history of contamination, it is not anticipated that there would be unaffordable development costs on the site.
<i>Is the site accessible by sustainable modes of transport?</i>	Yes	<ul style="list-style-type: none"> ▪ The site is connected to the public transport network with regular bus services to Speke, Bootle and St Helens available from the two stops on Speke Road which borders the site. ▪ Directly south of the south is Hunts Cross train station which connects the site to Mersey Rail Services connecting the site to Liverpool City Centre and National Services connecting the site to Manchester Oxford Road and Liverpool Lime Street.
<i>Would there be any unacceptable environmental or visual impacts?</i>	No	<ul style="list-style-type: none"> ▪ Subject to mitigation and investigation. There are likely to be unacceptable visual impacts relating to the loss of the Green Wedge.

Summary and Conclusions

Is the site considered feasible, practical and realistic proposition and does it have reasonable prospects of obtaining planning permission?

Summary Assessment


In summary, the key considerations when assessing the site include:



- Availability — the site is owned by Woolton Golf Club and is in active use. There is no indication that the site is available for redevelopment.
- Planning policy constraints — the site is allocated as Green Wedge and Open Space in the adopted and emerging Local Plan. Whilst planning policy and guidance, including the NPPF, does not strictly preclude development in the Green Wedge, any development would require justification.
- Location — the site can only be accessed by local roads. Any major events in this location would have a significant adverse impact on the local highways network. It is possible the acquisition of residential properties could be required to achieve suitable access to the site. The site is surrounded by residential uses and could generate significant amenity issues with surrounding residential areas.
- Preference of the Club and its supporters — the site is located outside of the Extended North Liverpool catchment (including Areas 1a and 1b) and therefore has limited ties to the Club's historic home and existing community. It is in a location where the Club would not consider relocation in a "real world" scenario.

Conclusion & Comparison with BMD


The applicant contends that in comparison to BMD, both sites have planning and policy constraints which would need to be addressed to be suitable for a stadium use, however **the key considerations are that the site is in an unsuitable location for a major movement and activity generating use compared to what is proposed and is in active use and not considered to be available.** The site is also in a location where the Club would not consider relocation in a "real world" scenario and does not represent a better or more realistic option than BMD.



Site 50: University of Liverpool Sports Pitches

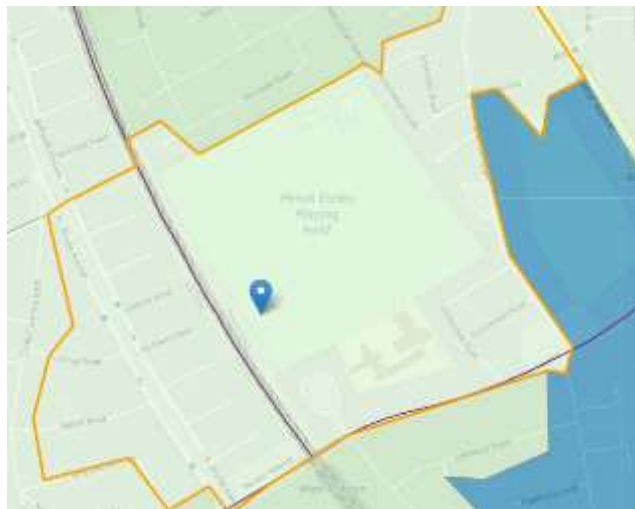
ASSESSMENT CRITERIA	COMMENTS/SUMMARY
<i>Site Outline</i>	
Site Details	
<i>Site Area</i>	The site is approximately 14.8 hectares.
<i>Existing Site Uses</i>	University Sports Pitches with associated sports pavilion building, 11-aside football grass pitches, 11-aside 3G football pitch, grass rugby pitches, 5-aside 3G pitches/rugby training area, lacrosse pitches and hockey pitch.
<i>Surrounding Uses</i>	<ul style="list-style-type: none"> To the north lies Tesco Superstore, Army Reserve, open space and detached and semi-detached residential units. To the west lies terraced and semidetached residential units, allotments, railway line, open space. To the south lies semidetached residential units, Heron Eccles Playing Fields, Merseyside Youth Association and Calderstones School Playing Fields. To the east lies Liverpool University Officer Training Corps, 11-aside grass play pitches and semidetached residential units.
<i>Site Ownership</i>	The site freeholder is the University of Liverpool.


Planning Policy		
<i>Adopted Policy</i>	<p>In the Liverpool UDP (2002), the site is allocated as:</p> <ul style="list-style-type: none"> • Policies GI1 & GI3 - Green Space. 	 <p>Liverpool UDP Proposals Map, 2002</p>
<i>Emerging Policy</i>	<p>The Submission Draft of the Liverpool Local Plan (May 2018) proposes to allocate the site as:</p> <ul style="list-style-type: none"> • Policies GI 1 & GI 3 - Open Space. 	 <p>Draft Liverpool Local Plan Proposals Map, 2018</p>

<p><i>National Policy and Other Material Considerations</i></p>	<p>NPPF (2019)</p> <p><u>Open Space</u></p> <p>Paragraph 97 states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:</p> <ul style="list-style-type: none"> A. an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or B. the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or C. the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use. <p><u>Green Space</u></p> <p>Paragraph 101 states that policies for managing development within a Local Green Space should be consistent with those for Green Belts.</p> <p><u>Green Belt</u></p> <p>Paragraph 143 states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. When considering any planning application, paragraph 144 requires that local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. ‘Very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.</p> <p><u>Historic Environment</u></p> <p>Paragraph 192 states that in determining applications, local planning authorities should take account of:</p> <ul style="list-style-type: none"> a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness. <p>In considering the impact of a proposal on the significance of a designated heritage asset, paragraph 193 states that great weight should be placed on the asset’s conservation. The more important the asset, the greater the weight should be. This is irrespective of the level of harm anticipated upon the asset and its significance.</p>
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	<p>Paragraph 194 states that any harm to, or loss of, the significance of a designated heritage asset (should require clear and convincing justification. Substantial harm to or loss of</p> <ul style="list-style-type: none">• grade II listed buildings, or grade II registered parks or gardens, should be exceptional;• assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional. <p>Under paragraph 195, harm has to be outweighed substantial benefits. Where there is less than substantial harm then there is a requirement for that harm to be clearly outweighed by public benefits (paragraph 196 of NPPF).</p>
Statutory Designations	
Heritage	<p>The Grade II listed ‘Sports Pavilion Geoffrey Hughes Athletics Ground’ sits on the site comprising men's changing rooms, clubhouse bar and cafe, cricket pavilion and grandstand.</p> <p>A cluster of four Grade II listed buildings are located to the west of the site. To the east sits the Grade I Church of all Hallows. Finally, a cluster of five Grade II listed buildings sit on the corner of Calderstones Park.</p> <div><p>Historic England Map Search, 2019</p></div>

<p><i>Flood Risk</i></p>	<p>The site is located within Flood Zone 1.</p>	 <p>Flood Map for Planning, 2019</p>
<p><i>Ecology</i></p>	<p>Habitats located on the site include Priority Habitat Inventory - Deciduous Woodland and National Forest Inventory – Broadleaved.</p>	 <p>Magic Maps, 2019</p>
<p><i>Landscape</i></p>	<p>There are no statutory land-based designations affect the site.</p>	

Strategic and Regeneration Context					
Strategic and Regeneration Policy		n/a			
Socio-Economic Profile		The site sits across one LSOA (pictured), in 2019 the LSOA has an IMD ranking of 23,378 out of 32,844 LSOAs in England (30% least deprived) and an Employment Deprivation Domain of 20,813 out of 32,844 LSOAs in England (40% least deprived).		<div></div> <div>Indices of Multiple Deprivation Explorer, 2015</div>	
Planning and Development Context					
Planning History		The recent planning history is set out below. This relates to the ongoing use of the site for sports activities linked with the University.			
		Application Number	Date	Decision	Details
		17F/1768	03-08-2017	Approve with Conditions	To demolish and replace link bridge from main building to changing rooms.
		10L/2719	21-01-2011	Approve with Conditions	To carry out alterations to pavilion building changing block, ground store and link bridges; to carry out internal alterations to changing rooms and to demolish in part concrete viewing gallery.
Development Status		There is limited development activity in the surrounding area of the site however, Redrow Homes are proposing to convert Beechley House into 12 apartments and erect 39 homes.			

Landowner / Developer Aspirations	The site has been in the ownership of the University for many years, with the facilities being opened in 1922, as a memorial for Geoffrey Hughes who died during the Great War, for the provision of student sports facilities to the University of Liverpool. The listed Sports Pavilion, completed in 1963, is a purpose-built building accommodating the clubhouse, changing rooms and other ancillary facilities associated with the sports use. The Pavilion was designed by a former architecture lecturer at the University. The site is therefore an important resource for the University and Fundamentally not available.	
Accessibility		
Access to National Network	The site borders Mather Avenue (B5180) to the east which connects the site to Liverpool via Rose Lane within 10 km and J4 of the M62 via Queens Drive within 5 km.	
Access to Public Transport Nodes	Mather Lane borders the site to the east and provides regular bus services which connects the site to Liverpool, Garston and Speke. Mossley Hill train station lies to the west of the site and provides regular National Rail Services to Manchester Oxford Road and Liverpool Lime Street.	
Pedestrian and Cycle Accessibility	An on-road signed cycle route sits to the west of the site and to the north, the cycle route to the north is part of the route 56 national cycle route and the Trans Pennine Trail.	 <p>Mersey Travel Cycle Maps, 2017</p>
Highways Capacity and Access	Both pedestrian and vehicular access to the site is via an unnamed access road off Mather Avenue which runs in a north to south direction to the east of the site. This access would need upgrading if the site was developed and a management strategy would be required to avoid conflict between stadium traffic and traffic associated with the Tesco's store, which shares the same access road. Additional pedestrian access points around the site would be desirable but are likely to be unfeasible due to the residential character of the surrounding area, conflicting with residential amenity.	

Fit with Everton’s Requirements		
Connection to North Liverpool	The site does not possess any cultural ties with Everton and is located approximately 8km away from Goodison Park. As such, it does not provide a suitable location for Everton in terms of its requirements to stay physically, socially and culturally connected to its home in the North of Liverpool.	
Iconic Location	The site has no potential to provide an iconic location.	
Site Assessment Summary		
Is the site large enough for the proposed stadium and parking?	Yes	<ul style="list-style-type: none">The site is of sufficient size to accommodate a stadium in an east-west or north-south orientation, including the required circulation space and car parking.
Are there any overriding site-specific planning issues?	Subject to further investigation and assessment – to address the relevant national and local policy tests and site specific issues	<ul style="list-style-type: none">The Site is allocated as Green Space (Policies OE11 & OE12) in the adopted UDP and Open Space (Policy GI1 and GI3) in the emerging Local Plan, which seeks to protect the City’s green spaces for recreational and community uses. If assessed against adopted or emerging policy, a stadium development would need to address key open space policies; as well as the NPPF with regard to the loss of open space (pp’s 96-101) and Sport England tests.
Is site acquisition a realistic proposition?	No	<ul style="list-style-type: none">The site has been in the ownership of the University for many years, with the facilities being opened in 1922, as a memorial for Geoffrey Hughes who died during the Great War, for the provision of student sports facilities to the University of Liverpool. The listed Sports Pavilion, completed in 1963, is a purpose-built building accommodating the clubhouse, changing rooms and other ancillary facilities associated with the sports use. The Pavilion was designed by a former architecture lecturer at the University. The site is therefore an important resource for the University and fundamentally not available.


		<ul style="list-style-type: none"> The site is located outside of Everton's traditional and preferred catchment, with no tangible ties to its historic home and existing community, and is in a location where the Club would not consider relocation in a "real world" scenario. As such, the site is not considered a realistic or reasonable proposition over what is currently proposed
<i>Can the stadium be built without incurring unaffordable development costs on the site?</i>	Yes	<ul style="list-style-type: none"> As the site is a greenfield site with no known history of contamination, it is not anticipated that there would be unaffordable development costs on the site.
<i>Is the site accessible by sustainable modes of transport?</i>	Yes	<ul style="list-style-type: none"> The site is connected to the public transport network with regular bus services to Liverpool, Garston and Speke available from Mather Lane which borders the site to the east. Directly to the west of the site is Mossley Hill train station which provides regular National Rail Services to Manchester Oxford Road and Liverpool Lime Street.
<i>Would there be any unacceptable environmental or visual impacts?</i>	Yes	<ul style="list-style-type: none"> There are unlikely to be significant impacts that would prevent the redevelopment of the site, subject to mitigation.
Summary and Conclusions <i>Is the site considered feasible, practical and realistic proposition and does it have reasonable prospects of obtaining planning permission?</i>	Summary Assessment In summary, the key considerations when assessing the site include: <ul style="list-style-type: none"> Availability — the site is an important public open space and used as playing pitch provision for the University of Liverpool. The site has been in the ownership of the University for many years, with the facilities being opened in 1922, as a memorial for Geoffrey Hughes who died during the Great War, for the provision of student sports facilities to the University of Liverpool. The listed Sports Pavilion, completed in 1963, is a purpose-built building accommodating the clubhouse, changing rooms and other ancillary facilities associated with the sports use. The Pavilion was designed by a former architecture lecturer at the University. The site is therefore an important resource for the University and fundamentally not available. Planning policy constraints — the site is allocated as an open space and recreation asset in the adopted and emerging Local Plan. Whilst planning policy and guidance, including the NPPF and Sport England policy, does not strictly preclude development within an important City Park or on existing sports facilities, any development would require convincing justification and mitigation. It would need to be demonstrated that the current use is not required, the loss of the provision would be outweighed by significant benefits or that alternative provision could be provided elsewhere. The site also contains a Grade II listed clubhouse. Location and access — the site is surrounded on three sides by residential uses and would generate significant amenity issues with surrounding residential areas. It is also in a location where the development of a stadium would be inappropriate - the development of the site would generate significant issues in what is a suburban residential area of the City. 	



- Preference of the Club and its supporters – the site is located outside of the Extended North Liverpool catchment (including Areas 1a and 1b) and is wholly divorced from the Club’s historic home and existing community. It is in a location where the Club would not consider relocation in a “real world” scenario.

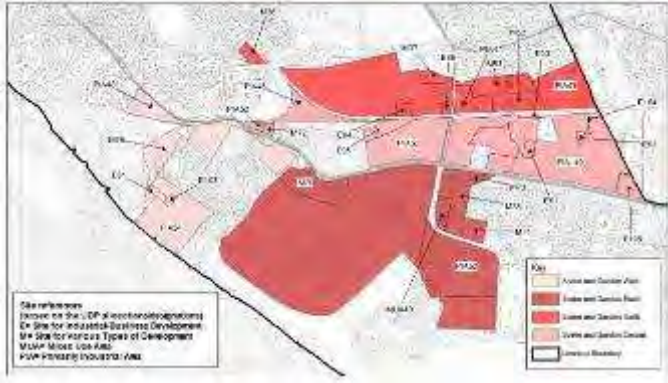

Conclusion & Comparison with BMD


The applicant contends that in comparison to BMD, both sites have planning and policy constraints (including heritage) which would need to be addressed to be suitable for a stadium use, however **the key consideration is that the site is not available**. The site is also in a location where the Club would not consider relocation in a “real world” scenario and does not represent a better or more realistic option than BMD.


Site 51: Speke Industrial Estate

ASSESSMENT CRITERIA	COMMENTS/SUMMARY
<i>Site Outline</i>	
Site Details	
<i>Site Area</i>	The site is approximately 59.3 hectares
<i>Existing Site Uses</i>	The site contains a variety of uses including Hunts Cross Retail Park, 11 aside grass football pitch, a variety of industrial units of a variety of sizes and brownfield land.
<i>Surrounding Uses</i>	<ul style="list-style-type: none"> • To the north lies a train line which bounds the site, railway sidings, Cheshire Lines Recreation Club, freightliner depot and Allerton Cemetery. • To the west lies a railway line, Garston Church of England Primary School, The Academy of St Nicholas, woodlands, Open Space and Dunelm. • To the south lies a railway line, a car storage area, brownfield land and New Mersey Shopping Park. • To the east lies three out of town retail units, industrial units of various sizes, Speke Hall Road and semidetached residential units.


Site Ownership	The sites freeholder is Liverpool City Council and one unknown freehold title. The site contains 448 leasehold titles.	
Planning Policy		
Adopted Policy	<p>In the Liverpool UDP (2002), the site is allocated as:</p> <ul style="list-style-type: none">• Policies EC1 & EC2 - Site for Industrial/ Business Development,• Policy R2 - Notifiable Hazardous Installation,• Policy SP6 - Out of Centre Shopping Park, and• Policy EC6 - a Mixed Use Area.	 <p>Liverpool UDP Proposals Map, 2002</p>
Emerging Policy	<p>The Submission Draft of the Liverpool Local Plan (May 2018) proposes to allocate the site as:</p> <ul style="list-style-type: none">• Policy EC2 - a Primarily Industrial Area,• Policy EC6 - a Mixed Use Area, and• Policy SP6 - Out of Centre Shopping Park.• Policy R2 – Hazardous Installations	 <p>Draft Liverpool Local Plan Proposals Map, 2018</p>

<p><i>National Policy and Other Material Considerations</i></p>	<p>Liverpool's Employment Land Study (2017) — identifies that the site is located within Speke and Garston North Employment Area which is an established employment area which is generally functioning well, where vacancy rates are at a healthy level. The Employment Land Study recommends “no potentially available land which can count towards the identified supply... existing B Class employment space within Speke and Garston North should be protected and the loss of employment land to alternative uses should be resisted.”</p>	 <p>Liverpool's Employment Land Study (2017)</p>
<p>Statutory Designations</p>		
<p><i>Heritage</i></p>	<p>No listed buildings or monuments sit on the site; however, the Grade II park and garden named Allerton Cemetery is located to the north of the site.</p>	 <p>Historic England Map Search, 2019</p>

<i>Flood Risk</i>	<p>The site and the surrounding area of the site sits within Flood Zone 1.</p>  <p><i>Flood Map for Planning Search, 2019</i></p>
<i>Ecology</i>	No habitats are located on the site.
<i>Landscape</i>	No Statutory Land Based Designations affect the site.
Strategic and Regeneration Context	
<i>Strategic and Regeneration Policy</i>	<p>South Liverpool MDZ</p> <p>The site is located within the South Liverpool Mayoral Development Zone, one of Liverpool's most sought-after locations as it attracts high value jobs, significant levels of investment and modern, well-connected business premises.</p>
	<p>South Liverpool International Gateway SRF (2011)</p> <p>The site is located within South Liverpool International Gateway (SLIG) that states "the ability of the local economy to grow will need to be safeguarded and nurtured through the provision of a range of appropriate employment sites and associated infrastructure as identified in the SRF Land Use Framework. The majority of employment land is to be retained for new employment led development over the next 15 to 20 years."(page 3)</p>

<i>Socio-Economic Profile</i>	<p>The site sits across one LSOA (pictured), in 2019 the first LSOA has an IMD ranking of 3,954 out of 32,844 LSOAs in England (20% most deprived) and an Employment Deprivation Domain of 2,875 out of 32,844 LSOAs in England (10% most deprived).</p> <p>The second LSOA in 2019 has an IMD ranking of 11,474 out of 32,844 LSOAs in England (40% most deprived) and an Employment Deprivation Domain of 14,017 out of 32,844 LSOAs in England (50% most deprived).</p>	 <p>IMD 2019 explorer</p>		
Planning and Development Context				
<i>Planning History</i>	The below is a summary of the planning history relating to the development of the site for retail/business and industrial uses.			
	Application Number	Date	Decision	Details
	18F/2553	04-04-2019	Approve with Conditions	To erect new warehouse for B1/B2/B8 uses with associated yard and parking.
	19F/0017	20-02-2019	Approve with Conditions	To change use of 12 parking spaces to a hand car wash and valeting operation, including installation of office building and erection of canopy over facility.
	18F/1246	24-09-2018	Approve with Conditions	To install cladding to retail units, remove existing shopfront and install new shopfront, erect new signage towers, and re-surfacing/markings of car park.
	18F/0460	05-06-2018	Approve with Conditions	To erect 7.1m high B8 storage unit with associated parking for lorries and cars.
	17F/1797	19-09-2017	Approve with Conditions	To erect 2no. light industrial units (use class B1) with associated parking and access.

	17F/0915	05-06-2017	Approve with Conditions	To refurbish the existing 8-pump petrol filling station and carry out associated works including new replacement underground storage tanks, jet wash, air/water services, and vacuum equipment.
	17F/0821	31-05-2017	Approve with Conditions	To erect single storey building for research and development facility.
	16F/1553	25-08-2016	Approve with Conditions	To re-clad and extend existing building (B2/B8) with associated hardstanding and car parking.
	15F/1743	23-10-2015	Approve with Conditions	To erect new valet building, make alterations to site layout for parking and used display, re-clad boundary wall and erect new screen.
	15F/0481	01-05-2015	Approve with Conditions	Partial disinvestment of existing dry store building and erect new bunded bulk storage facility for six storage vessels, including access platform and onward distribution pipework including high level pipe supports, New access road, erect combined valve house and switch room.
	14O/0634	18-12-2014	Approve with Conditions	To erect 9 industrial units (use class B2) with associated access road and parking (outline application).
	14F/0621	16-10-2014	Approve with Conditions	To use vacant office building as a 39-bed hotel, carry out works in connection with new access to car park at rear and external alterations to building including extraction flue.
	14F/0632	18-06-2014	Approve with Conditions	To erect industrial unit (use class B2) with associated car parking.
	14LP/0976	13-05-2014	Certificate of Lawfulness - Granted	Application for lawful development certificate for proposed B8 warehouse with ancillary B1 office and A1 retail.
	14F/0032	31-03-2014	Approve with Conditions	To construct new bulk storage area for 4 60m ³ and 6 40m ³ storage vessels including onward distribution pipework into production building and erect new pumphouse.
	11F/0780	17-10-2011	Approve with Conditions	To erect 7 no. B8 units and 9 no. B2 units with associated parking and landscaping.
	09F/0237	13-03-2009	Approve with Conditions	To erect 2 no. general industrial buildings for sub-division into 11 no. units with associated soft landscaping, footpaths, hardstanding and security lighting.
	08F/2462	26-11-2008	Approve with Conditions	To erect 6.6m high industrial unit (Use Class B2), production of sausage casings, layout car park and fencing.

	08F/2256	05-11-2008	Approve with Conditions	To erect 2 no. four storey office buildings and lay out approx. 300 space car park.
<i>Development Status</i>	The surrounding area has been subject to Towerbeg Ltd's new industrial units, offices, restaurants & hotel at the Former Tea Factory on Speke Hall Road and the refurbishment of New Mersey Shopping Park with new cinema and restaurants.			
<i>Landowner / Developer Aspirations</i>	The site has been subject to significant recent investment and development as an employment location.			
Accessibility				
<i>Access to National Network</i>	The site borders Speke Hall Road which connects the site to Liverpool within 14 km, Widnes within 10km and J6 of the M62 and J1 of the M57 within 10km.			
<i>Access to Public Transport Nodes</i>	<p>Two bus stops are located on Speke Hall Road which borders the site to the east and provides regular bus services to Bootle, Belle Vale and Speke.</p> <p>Liverpool South Parkway lies to the west of the site and gives the site access to the Merseyrail network which connects the site to Liverpool and National Rail Network which provide regular services to Manchester Airport, Liverpool Lime Street, Manchester Oxford Road, London Euston and Chester. However, access to the site from this station is limited as there are no pedestrian footbridges over the railways connecting the station to the site.</p> <p>Hunts Cross train station is also within the vicinity of the site to the east, which connects the site to Mersey Rail Services connecting the site to Liverpool City Centre and National Services connecting the site to Manchester Oxford Road and Liverpool Lime Street.</p>			
<i>Pedestrian and Cycle Accessibility</i>	<p>The site is located within a predominantly industrial location; however, the south of the site Speke Boulevard contains an off-road cycle track.</p> <p>Although there are two train stations in close proximity to the site, pedestrian access is limited because the site is bounded on three side by railway lines. Therefore, the only pedestrian access to the site is via Speke Hall Road.</p>			 <p>Mersey Travel Cycle Maps, 2017</p>

Highways Capacity and Access	The site is bounded on three sides by the railway lines therefore the only vehicular and pedestrian access into the site is from Speke Hall Road to the east, via Triumph Way, North Avenue or the unnamed access roads to the north and south. This could be a major constraint in bringing the site forward for a stadium development and could cause significant traffic issues on Speke Hall Road (1x1 lane carriageway).	
Fit with Everton's Requirements		
Connection to North Liverpool	The site does not possess any cultural ties with Everton and is located approximately 10.5km away from Goodison Park. As such, it does not provide a suitable location for Everton in terms of its requirements to stay physically, socially and culturally connected to its home in the North of Liverpool.	
Iconic Location	The site has no potential to provide an iconic location.	
Site Assessment Summary		
Is the site large enough for the proposed stadium and parking?	Yes	<ul style="list-style-type: none">The site is of sufficient size to accommodate a stadium in an east-west or north-south orientation, including the required circulation space and car parking.
Are there any overriding site-specific planning issues?	Subject to further investigation and assessment – to address the relevant national and local policy tests and site specific issues	<ul style="list-style-type: none">The site is allocated for employment uses in the adopted UDP and emerging local Plan. If assessed against adopted and emerging policy, a stadium development would need to address key employment policies (adopted policy E1 and emerging policies EC1 and EC2) as well as the NPPF with regard to employment (pp's 80-82).This site comprises employment land located within Speke and Garston North Employment Area which is an established employment area which is generally functioning well, where vacancy rates are at a healthy level. The Employment Land Study (2017) recommends that <i>"the existing B Class employment space within Speke and Garston South should be protected and the loss of employment land to alternative uses should be resisted."</i>There are four notifiable hazardous installation sites within the site. The emerging Local Plan (Policy R2) notes that "proposed development within the defined consultation zones surrounding existing locations or pipelines with Hazardous Substances Consent will not be permitted if it would result in a significant increase in the number of people living in, working in or visiting the area, or would otherwise cause unacceptable risk". A stadium would include the use of the site by significant numbers of people and further investigation would be required to understand the hazardous risk presented by the site.
Is site acquisition a realistic proposition?	No	<ul style="list-style-type: none">The site is primarily owned by Liverpool City Council and is subject to more than 400 individual leaseholds. The number of leaseholds that are active across the site would make land assembly extremely costly and time consuming. The site is subject to a number of recent planning applications and development activity, which demonstrate the "live" operational status of the site.


		<ul style="list-style-type: none"> The site is located outside of Everton's traditional and preferred catchment, with no tangible ties to its historic home and existing community, and is in a location where the Club would not consider relocation in a "real world" scenario. As such, the site is not considered a realistic or reasonable proposition over what is currently proposed
<i>Can the stadium be built without incurring unaffordable development costs on the site?</i>	Yes	<ul style="list-style-type: none"> Unknown due to the use of hazardous substances on the site and the potential for contamination.
<i>Is the site accessible by sustainable modes of transport?</i>	Yes	<ul style="list-style-type: none"> The site is connected to the public transport network with regular bus services to Bootle, Belle Vale and Speke available from the two stops on Speke Hall Road which borders the site to the east. Liverpool South Parkway lies to the west of the site and gives the site access to the Merseyrail network which connects the site to Liverpool and National Rail Network. Hunts Cross train station is also within the vicinity of the site to the east.
<i>Would there be any unacceptable environmental or visual impacts?</i>	No	<ul style="list-style-type: none"> It is not anticipated that there would be unacceptable environmental or visual impacts.
<i>Summary and Conclusions</i> <i>Is the site considered feasible, practical and realistic proposition and does it have reasonable prospects of obtaining planning permission?</i>	<u>Summary Assessment</u> In summary, the key considerations when assessing the site include: <ul style="list-style-type: none"> Availability — The site is primarily owned by Liverpool City Council and is subject to more than 400 individual leaseholds. LCC is committed to retaining the site as an important element of the City's employment land supply which has been subject to significant recent investment and development. Notwithstanding this, the number of leaseholds that are active across the site would make land assembly unreasonable, extremely costly and time consuming. The site is subject to a number of recent planning applications and development activity, which demonstrate the "live" operational status of the site. LCC will not consider the sale of the site to Everton and therefore the site is not available. Planning policy constraints — the site is allocated for employment uses in the existing and emerging development plan. The loss or relocation of these uses would need to be considered in line with local and national planning policy. There are four notifiable hazardous installation sites within the site. The emerging Local Plan (Policy R2) notes that "proposed development within the defined consultation zones surrounding existing locations or pipelines with Hazardous Substances Consent will not be permitted if it would result in a significant increase in the number of people living in, working in or visiting the area, or would otherwise cause unacceptable risk". A stadium would include the use of the site by significant numbers of people and further investigation would be required to understand the hazardous risk presented by the site. 	



- Preference of the Club and its supporters – the site is located outside of the Extended North Liverpool catchment (including Areas 1a and 1b) and is wholly divorced from the Club’s historic home and existing community. It is in a location where the Club would not consider relocation in a “real world” scenario.



Conclusion & Comparison with BMD


The applicant contends that in comparison to BMD, both sites have planning and policy constraints which need to be addressed to be suitable for a stadium use, however **the key consideration is that the site is not available**. Notwithstanding this, the site has four notifiable hazardous installations which could (subject to further investigation) preclude the development of a use which supports the congregation of large numbers of people; and the site is in a location which is wholly divorced from the Club’s traditional catchment, in a location at the southern extent of LCC where the Club would not consider relocation in a “real world” scenario.

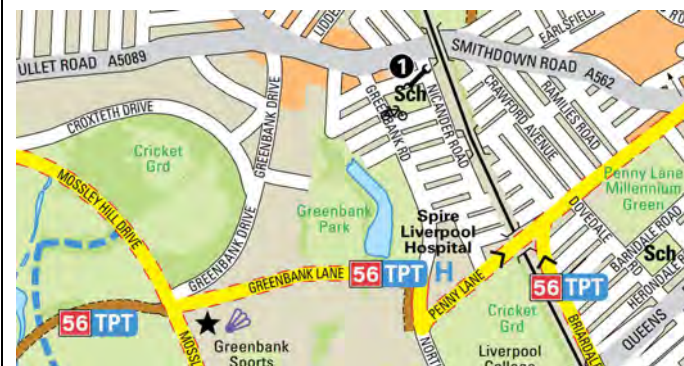
Site 52: Greenbank Park

ASSESSMENT CRITERIA	COMMENTS/SUMMARY
<p><i>Site Outline</i></p>	
<p>Site Details</p>	
<p><i>Site Area</i></p>	<p>The site is approximately 7.2 hectares</p>
<p><i>Existing Site Uses</i></p>	<p>The site contains Greenbank Park, John Mitchels Playing Pitch (one of the oldest Gaelic Athletic Associations (GAA) club in the UK dating back to 1904), Greenbank Lane Park, woodland, children's playing area and a large fishing pond.</p>
<p><i>Surrounding Uses</i></p>	<ul style="list-style-type: none"> • To the north lies semi-detached and terraced houses, Greenbank Primary School, a Shell garage, Tesco Express, Greenbank Lodge, Greenbank Drive Synagogue, Tower to Former Presbyterian Church of St Columbia and Greenbank Surgery. • To the west lies Sefton Park, Sefton Park Allotments, Greenbank Allotments and Greenbank Court. • To the south lies Greenbank Halls of Residence, Greenbank Sports Academy, Greenbank Student Village, Penny Lane Road Sign and Liverpool College. • To the east lies Kids Planet Greenbank Park, terraced houses and a train line.

Site Ownership	The sites freeholder is Liverpool City Council.	
Planning Policy		
Adopted Policy	<p>In the Liverpool UDP (2002), the site is allocated as:</p> <ul style="list-style-type: none">• Policies OE11 & OE12 – Green Space; and• Policies HD 7 – HD14 – Conservation Area.	 <p>Liverpool UDP Proposals Map, 2002</p>
Emerging Policy	<p>The Submission Draft of the Liverpool Local Plan (May 2018) proposes to allocate the site as:</p> <ul style="list-style-type: none">• Policy GI 1 & GI 3 – Open Space; and• Policy HD1 – Historic Park.	 <p>Draft Liverpool Local Plan Proposals Map, 2018</p>

<p><i>Flood Risk</i></p>	<p>The site and the surrounding area of the site sits within Flood Zone 1.</p>	 <p>Flood Map for Planning Search, 2020</p>
<p><i>Ecology</i></p>	<p>Habitats located on the site include Priority Habitat Inventory - Deciduous Woodland and National Forest Inventory – Broadleaved.</p>	 <p>Magic Maps, 2020</p>
<p><i>Landscape</i></p>	<p>No Statutory Land Based Designations affect the site.</p>	

Strategic and Regeneration Context					
<i>Strategic and Regeneration Policy</i>		N/A			
<i>Socio-Economic Profile</i>		<p>The site sits across two LSOA's (pictured), in 2019 the first LSOA has an IMD ranking of 3,714 out of 32,844 LSOAs in England (20% most deprived) and an Employment Deprivation Domain of 4,397 out of 32,844 LSOAs in England (20% most deprived).</p> <p>The second LSOA in 2019 has an IMD ranking of 13,148 out of 32,844 LSOAs in England (50% most deprived) and an Employment Deprivation Domain of 23,106 out of 32,844 LSOAs in England (50% most deprived).</p>		 <p>IMD 2019 explorer</p>	
Planning and Development Context					
<i>Planning History</i>		<p>The below is a summary of the planning history relating to the development of the site for retail/business and industrial uses.</p>			
	Application Number	Date	Decision	Details	
	19F/2904	20-03-2020	Approve with Conditions	To vary condition 5 attached to 15F/2900 - (To part demolish rebuild and extend former potting shed to form cafe with outdoor seating area) so as to extend hours to open until 23.00.	
	18F/2668	17-01-2019	Approve with Conditions	To form a new pedestrian gate access and stepped access to the cafe from the public footpath with associated hardstanding and enclosures including railings/posts.	
	15F/2900	08-03-2016	Approve with Conditions	To part demolish rebuild and extend former potting shed to form cafe with outdoor seating area.	

<i>Development Status</i>	The surrounding area to the south of the site has been subject to a planning application by the University of Liverpool to erect new halls of residence and refurbish Derby Old Court, providing 1,361 bedrooms, sports hall and sports pavilion and sports pitches/facilities (ref. 15F/0288). Additionally, to the south east of the site an application by Penny Lane Property Limited has been submitted to erect 34 apartments.	
<i>Landowner / Developer Aspirations</i>	The site is owned by LCC and is a key asset that LCC wish to retain and is therefore, not available to the developer because the City Council will not sell it.	
Accessibility		
<i>Access to National Network</i>	The site borders Greenbank Road and Greenbank Lane which connects the site to Liverpool within 7 km.	
<i>Access to Public Transport Nodes</i>	Two bus stops are located on Greenbank Road which borders the site to the east and provides regular bus services to Mossley Hill and Liverpool. Mossley Hill train station lies approximately 900m to the south east of the site and gives the site access to National Rail Network which provide regular services to Liverpool Lime Street and Manchester Oxford Road.	
<i>Pedestrian and Cycle Accessibility</i>	<p>To the south of the site lies the National Cycle Route 56 which connects the site to Liverpool City Centre to the west via Sefton Park and Princes Park and Chester City Centre to the east.</p> <p>Pedestrian access is provided to the site via several entrances on Beechbank Road, Greenbank Lane and Greenbank Road.</p>	 <p>Mersey Travel Cycle Maps, 2017</p>
<i>Highways Capacity and Access</i>	Access to the site can only be achieved via local roads and the site is in a wholly residential area. Any major events in this location would have a significant adverse impact on the local highways network.	

Fit with Everton's Requirements		
Connection to North Liverpool	The site does not possess any cultural ties with Everton and is located approximately 6km away from Goodison Park. As such, it does not provide a suitable location for Everton in terms of its requirements to stay physically, socially and culturally connected to its home in the North of Liverpool.	
Iconic Location	The site would not provide an iconic location.	
Site Assessment Summary		
Is the site large enough for the proposed stadium and parking?	No	<ul style="list-style-type: none">The site is 7.2 hectares and is tightly constrained by surrounding residential uses. It is not considered to be of a sufficient size to accommodate a stadium in the context of its surrounding constraints.
Are there any overriding site-specific planning issues?	Subject to further investigation and assessment – to address the relevant national and local policy tests and site specific issues)	<ul style="list-style-type: none">The Site is allocated as Green Space (Policies OE11 & OE12) in the adopted UDP and Open Space (Policy GI1 and GI3) in the emerging Local Plan, which seeks to protect the City's green spaces for recreational and community uses. If assessed against adopted or emerging policy, a stadium development would need to address key open space policies; as well as the NPPF with regard to the loss of open space (pp's 96-101) and Sport England tests.
Is site acquisition a realistic proposition?	No	<ul style="list-style-type: none">The site is owned by LCC and is a key open space asset and important City Park that serves the University of Liverpool and a large catchment in the south of the City. Therefore, the site is not available to the developer because the City Council will not sell it.The site is located outside of Everton's traditional and preferred catchment, with no tangible ties to its historic home and existing community, and is in a location where the Club would not consider relocation in a "real world" scenario. As such, the site is not considered a realistic or reasonable proposition over what is currently proposed.

<i>Can the stadium be built without incurring unaffordable development costs on the site?</i>	Yes	<ul style="list-style-type: none"> Whilst the infilling of a pond would be required, it is not considered that unaffordable development costs would prevent the development of stadium on the site.
<i>Is the site accessible by sustainable modes of transport?</i>	Yes	<ul style="list-style-type: none"> The site is well connected to the public transport network with regular bus services to Liverpool and Mossley Hill. Mossley Hill train station to the south east of the site provides regular National Rail services, connecting the site to Liverpool Lime Street and Oxford Road.
<i>Would there be any unacceptable environmental or visual impacts?</i>	Yes	<ul style="list-style-type: none"> There are likely to be unacceptable visual impacts on the wider Conservation Area.
<p>Summary and Conclusions</p> <p><i>Is the site considered feasible, practical and realistic proposition and does it have reasonable prospects of obtaining planning permission?</i></p>	<p>Summary Assessment</p> <p>In summary, the key considerations when assessing the site include:</p> <ul style="list-style-type: none"> Size - the site is 7.2 hectares and is tightly constrained by surrounding residential uses. It is not considered to be of a sufficient size to accommodate a stadium in the context of its surrounding constraints. Availability — the site is owned by Liverpool City Council who is committed to retaining the site as an important community recreation asset, including the provision of active playing fields. LCC will not consider the sale of the site to Everton and therefore the site is not available. Planning policy constraints — the site is allocated as an open space and recreation asset (including playing pitches) in the adopted and emerging Local Plan. Whilst planning policy and guidance, including the NPPF and Sport England policy, does not strictly preclude development within an important City Park or on existing sports facilities, any development would require convincing justification and mitigation. It would need to be demonstrated that the current use is not required, the loss of the provision would be outweighed by significant benefits or that alternative provision could be provided elsewhere. Usage and quality — the Liverpool Open Space Study (2017) identifies Greenbank Park as a Park and Garden with provision for children and young people which helps serve a gap in provision of for children and young people. Greenbank Park is identified as a high quality and a high value Park and Garden and high quality and high value amenity greenspaces. Greenbank Park also includes John Mitchels Playing Pitch (one of the oldest Gaelic Athletic Associations (GAA) club in the UK dating back to 1904), Greenbank Lane Park, woodland, children's playing area and a large fishing pond. Preference of the Club and its supporters — the site is located outside of the Extended North Liverpool catchment (including Areas 1a and 1b) and is wholly divorced from the Club's historic home and existing community. It is in a location where the Club would not consider relocation in a "real world" scenario. <p>Conclusion & Comparison with BMD</p>	

The applicant contends that in comparison to BMD, both sites have planning and policy constraints which would need to be addressed to be suitable for a stadium use, however **the key consideration is that the site is not available, nor of a size that could accommodate a stadium development in the context of its surrounding constraints.** The site is also in a location where the Club would not consider relocation in a “real world” scenario and does not represent a better or more realistic option than BMD.

Appendix 3: Summary of Relevant Planning Policy

Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town & Country Planning Act 1990 requires planning applications should be determined in accordance with the statutory development plan, unless material considerations indicate otherwise. The statutory development plan for Liverpool City Council currently comprises:

1. Liverpool Unitary Development Plan (UDP) (adopted 2002); and
2. Joint Merseyside & Halton Waste Local Plan (adopted 2013).

UNITARY DEVELOPMENT PLAN (2002)

Strategic Objectives & Policies

POLICY	SUMMARY
Policy GEN1 <i>Economic Regeneration</i>	<p>Policy GEN1 aims to reverse the decline in economic activity, investment and employment in the City. Means of achieving this include:</p> <ul style="list-style-type: none"> ■ Concentrating available resource in Regeneration Areas, including the waterfront and docks, Eastern Corridor, Speke/Garston and Gillmoss/Fazakerley/Aintree; ■ The provision of sites for economic development and investment, and protection of adequate reserves of industrial/business land from other types of development; ■ Promoting and enhancing the role of Liverpool Airport and the City's docks; ■ Promoting the principle of mixed use development in appropriate locations; ■ Promoting the role of Liverpool as a regional retail, cultural and tourism centre; ■ Strengthening the commercial role of the City Centre; and ■ Encouraging leisure development in areas which are highly accessible with no detrimental impact on existing centres; and ■ Promoting regeneration within the City's most deprived communities.
Policy GEN2 <i>Open Environment</i>	<p>Policy GEN2 states that the Council will protect and enhance a network of open space throughout the City. This includes protecting the City's strategic open land (Green Belt and Green Wedges) from inappropriate development; protecting areas of intrinsic landscape value; protecting ecologically important sites in the City; protecting the City's undeveloped coastal zone; enhancing open areas with potential for the development of countryside environments; protecting open space for recreational space and maintaining the standards of provision set out in the plan; ensuring all residents have a convenient and accessible network of open space; protecting and enhancing the recreational, ecological and amenity value of green space; and protecting and improving linear recreation routes in the city.</p>
Policy GEN3 <i>Heritage and Design in the Built Environment</i>	<p>Policy GEN3 aims to protect and enhance the built environment of the City, including by preserving and enhancing historically and architecturally important buildings, and where possible improving them; encouraging a high standard of design and landscaping in developments; improving accessibility; and creating an attractive environment which is safe and secure.</p>
GEN5 <i>Retail</i>	<p>Policy GEN5 aims to secure qualitative and quantitative provision of shopping facilities for all members of the community which are accessible to all the City's residents.</p>
GEN6 <i>Transportation</i>	<p>Overarching policy GEN6 establishes the Council's aim to provide a balanced provision of transport infrastructure which is inclusive, safe and accessible. This includes improving facilities for cyclists and pedestrians and discouraging car use e.g. reducing the availability of car parking facilities. Access should be provided to leisure and other facilities for all of the City's residents.</p>

Policy GEN7 <i>Community Facilities</i>	Policy GEN7 aims to promote the satisfactory provision and distribution of community facilities, including leisure facilities, for the City's residents.
Policy GEN8 <i>Environmental Protection</i>	Under Policy GEN8 Liverpool's environment will be protected and enhanced, for example through the recycling of land for productive use; ensuring efficient disposal of waste and encouraging recycling; preventing flooding; promoting renewable energy; and ensuring that developments are carried out with due consideration of public health.

Economic Regeneration Policies

POLICY	SUMMARY
Policy E1 <i>Primarily Industrial Area</i>	<p>Policy E1 states that planning permission will be granted for industrial / business uses (B1/B2/B8) and small-scale ancillary uses. Other uses will be permitted if the proposal:</p> <ol style="list-style-type: none"> 1. Would act as a catalyst to the comprehensive redevelopment of the site; 2. Would not prejudice the long-term development of the area primarily for these uses; 3. Would not cause unacceptable traffic and highway congestion and related problems or have an adverse impact on residential amenity or on the operation of existing businesses; and 4. Would not conflict with other policies in the plan.
Policy E3 <i>Port Development</i>	<p>The policy supports the continued growth and development of the ports in Liverpool. Developments within Port areas will be considered in light of the following:</p> <ol style="list-style-type: none"> 1. Protection of the amenity of existing residential and business users in adjoining areas; 2. Impact on potential development sites in adjoining areas; 3. Impact on nature conservation and other environmental concerns; 4. Design criteria (including standards of materials, site layout, landscaping, pollution control and waste storage) appropriate to the riverside location; and 5. Impact on the capacity of the highway network.
Policy E6 <i>Mixed Use Areas and Sites for Various Types of Development</i>	<p>For sites allocated as 'Mixed Use Areas', planning permission will be granted for those uses specified in the Mixed-Use Area profiles subject to the provisions of other relevant Plan policies.</p> <p>For sites allocated as 'A Site for Various Types of Development', planning permission will be granted for those uses specified in Schedule 6.3, subject to the provision of other relevant Plan policies.</p> <p>For those located in the City Centre, the Council will promote the principle of mixed use, whereby a range of complementary uses will be encouraged, subject to the provision of other relevant Plan policies.</p>
Policy E8 <i>Tourist Attractions and Facilities</i>	In accordance with Policy E8 the Council will promote and encourage the development of tourism, ensuring that key visitor attractions are signed, and links are clear for visitors.
Policy E9 <i>Leisure Development</i>	Policy E9 states that planning permission will be granted for leisure development in the City Centre and other locations provided that there is a need for the proposal and a sequential approach to site selection has been adopted; the design and scale of the development is appropriate to the location and the surrounding area; residential amenity is not adversely affected; highways matters are addressed; the vitality and viability of the evening economy of nearby centres is not undermined; the site is highly accessible via non-car modes and the proposed development would not prejudice or undermine other Plan policies or objectives.

Heritage & Design in the Built Environment Policies

POLICY	SUMMARY
Policy HD1 <i>Listed Buildings</i>	Policy HD1 seeks to secure the retention, repair, maintenance and continued use of listed buildings. Planning policies may be relaxed, where possible, to achieve this.
Policy HD3 <i>Demolition of Listed Buildings</i>	Policy HD3 states that there will be a presumption in favour of the preservation of listed buildings. Consent for demolition will not be granted other than in most exceptional circumstances, and not unless the Council is satisfied that every possible effort has been made to continue the present use or find a suitable alternative use.
Policy HD4 <i>Alterations to Listed Buildings</i>	Policy HD4 establishes that consent will not be granted for works that would adversely affect a listed building's architectural or historic character. Any works which are not of a high standard of design in terms of form, scale, detailing and materials will be refused. If a building is to be reused by members of the public, the needs of disabled people should be provided for in a manner which preserved the architectural and historic interest of the building.
Policy HD5 <i>Development affecting the setting of a listed building</i>	HD5 states that planning permission will only be granted for development which affects the setting of a listed building, which preserves the setting and important views of the building. Where appropriate, this includes control over design and siting of development, the use of adjacent land and the preservation of landscape features.
Policy HD7 <i>Conservation Areas</i>	Policy HD7 acknowledges the importance of conservation areas in tourism, investment and the perception of Liverpool. The impact of any negative elements of a development proposal will be taken into account when reviewing the boundaries of conservation areas.
Policy HD9 <i>Demolition of Buildings in Conservation Areas</i>	<p>Policy HD9 establishes that buildings/structures which make a positive contribution to the character or appearance of a conservation area will be treated with a presumption in favour of preservation. The demolition of such buildings will be considered against the following criteria:</p> <ol style="list-style-type: none"> 1. The importance of the building, its architectural and historic interest and contribution to the character or appearance of the conservation area; 2. The condition of the building and cost of repairing / maintaining it; 3. The adequacy of the efforts made to retain the building in use; and 4. The contribution of a new proposal to the character and appearance of a conservation area. <p>In relation to buildings which make little or no contribution to a conservation area's character, proposals for demolition will be considered in light of alternative proposals for the site and the contribution made to the character of the conservation area.</p>
Policy HD11 <i>New Development in Conservation Areas</i>	In accordance with Policy HD11 the Council will prevent planning permission for development in a conservation area which fails to preserve or enhance its character. Proposals for new development will be permitted providing it is of a high standard of design and materials which are appropriate to the setting and context and respect the character and appearance of the conservation area. In addition, the development must conserve the essential elements that give the area its special character; protect important views and vistas within, into and out of the conservation area; do not generate levels of traffic, parking, noise or environmental problems; and have satisfactory means of access and car parking which is sympathetic to the appearance of the area.
Policy HD14 <i>Street works in Conservation Areas</i>	The quality and appearance of streets, footpaths and other public spaces within conservation areas will be protected. This may include relaxing highways standards, retaining existing natural materials, using traditional materials and minimising street furniture.

Policy HD15 <i>Historic Parks, Gardens and Cemeteries</i>	The City Council will take positive action to protect and enhance the character and setting of Historic Parks, Gardens and Cemeteries. The City Council will not grant planning permission for development in a or adjacent to a Historic Park, Garden or Cemetery which would adversely affect their character and setting and in particular will resist development or landscape change which would adversely affect their character and setting; and resist development for uses not related to their original function.
Policy HD17 <i>Protection of Archaeological Remains</i>	Policy HD17 states that the Council will seek to protect sites of archaeological importance. Where development is proposed on sites of known or suspected archaeological importance, the City Council will require developments to assess the archaeological implications of their proposals and permanently preserve archaeological remains and their settings in situ. Where in situ preservation is not justified and disturbance by development is acceptable in principle, applicants must agree a programme of mitigation, including excavation and recording.

Open Environment Policies

POLICY	SUMMARY
Policy OE1 <i>The Green Belt Boundary</i>	Policy OE1 outlines the amended Green Belt boundary.
Policy OE2 <i>Development in the Green Belt</i>	<p>Policy OE2 states that the City Council will not grant planning permission for the construction of new buildings in the Green Belt, except in very special circumstances, other than for the purpose of:</p> <ul style="list-style-type: none"> • agriculture; • forestry; • outdoor sport and recreation; • cemeteries; or • essential facilities for other uses of land which preserve the openness of the Green Belt and do not conflict with the purposes of including land within it. <p>Any proposal within the Green Belt will be considered in terms of setting, scale, design and impact on surrounding countryside and nature conservation interests.</p> <p>Additionally, the City Council will not permit development on the best and most versatile agricultural land, that is Grades 1, 2 and 3A as classified by the Ministry of Agriculture, Fisheries and Food unless there are reasons of overriding public interest including those of a social and economic nature.</p>
Policy OE3 <i>Green Wedges</i>	The City Council will protect and improve the open character, landscape, recreational and ecological quality of the Green Wedges at Calderstones / Woolton and Otterspool by not granting planning permission for proposals for new development that would affect the predominantly open character of the Green Wedges or reduce the physical separation between existing built up areas.
Policy OE4 <i>The Mersey Coastal Zone</i>	Policy OE4 establishes that the City Council will support the restructure and regeneration of the Developed Coastal Zone. The Council will support proposals which enhance the area's environmental quality, tourism potential and recreational facilities. In particular, the Council will support schemes which lead to improvements in accessing the coast.
Policy OE5 <i>Protection of Nature Conservation Sites and Features</i>	Policy OE5 seeks to protect nature conservation of open land and the water environment. In order to achieve this, development will not be permitted which directly or indirectly adversely affects a Special Protection Area, Ramsar site or Site of Scientific Interest (SSSI), unless there is no alternative solution and there are reasons of overriding public interest. Proposals which adversely affect a Site of Nature Conservation Value or Regionally Important Geological/Geomorphological site (RIGS) have similar policy protection, stating that the benefits of the proposed development must outweigh the need to safeguard the environmental value of the site. Developments which have an adverse effect on legally protected species or the conservation value of a neighbouring authority will not be permitted.

Policy OE6 <i>Development and Nature Conservation</i>	In accordance with Policy OE6 potential damage to designated ecological sites will be minimised. Developers are required to identify the nature conservation interests of the site, propose means of protecting and managing this value — possibly through the use of planning obligations or conditions — and provide compensatory measures for any nature conservation interest which is damaged or destroyed during the development.
Policy OE7 <i>Habitat Creation and Enhancement</i>	The enhancement of nature conservation interest for both open land and watercourses is sought through Policy OE7. This includes supporting habitat creation, enhancing wildlife corridor and undertaking landscaping in a sensitive manner. In addition to Local nature Reserves at Croxteth Park, the council will seek to designate more with initial consideration given to Otterspool Gorge, Childwall Woods and Fields, Land adjacent to Garston Gas Works, Mersey Estuary and Croxteth Country Park.
Policy OE8 <i>New Countryside Area</i>	Policy OE8 states that areas allocated as New Countryside Area's, the Council will support proposals for: <ul style="list-style-type: none"> • Land reclamation and environmental improvement; • New woodland in association with the Mersey Forest project; • The creation of open spaces, recreational facilities and activities; • Improved public access including footpaths and cycleways; and • Nature conservation which will include protecting and enhancing existing nature conservation interests.
Policy OE10 <i>The Mersey Forest</i>	The City Council will seek to implement the Mersey Forest Plan in order to complement the aims of urban regeneration and to enhance the landscape and amenity interest of the Green Belt, Green Wedges, New Countryside Areas, recreational open space and the existing nature conservation interests.
Policy OE11 <i>Protection of Green Space</i>	Policy OE11 states that planning permission will not be granted for developments proposed on part or all of any green space unless the proposed development can be accommodated without material harm to: <ol style="list-style-type: none"> The recreational function of the green space; The visual amenity of the green space; The relationship to adjoining green spaces; or Any known nature conservation value.
Policy OE12 <i>Enhancement of Green Space</i>	Policy OE12 seeks to enhance the overall stock of publicly accessible green space.

Housing Policies

POLICY	SUMMARY
Policy H4 <i>Primarily Residential Areas</i>	Policy H4 outlines that proposals within 'Primarily Residential Areas will be granted planning permission for: <ol style="list-style-type: none"> new housing development that satisfies other Plan policies; new industrial development that satisfies Policy E5 and will not cause a detrimental effect on the amenities and character of the residential area; new and improved community facilities, providing there is no adverse impact on residential amenity, traffic generation and car parking; and other forms of development, redevelopment or changes of use, provided there is no adverse impact on residential amenity or the character of the area and subject to other policies of the Plan.

Shopping Policies

POLICY	SUMMARY
Policy S11 <i>Retail Warehousing</i>	<p>Policy S11 permits retail warehousing at Edge Lane Retail Warehouse Park, however future Retail Warehousing permissions will be attached with following conditions:</p> <ol style="list-style-type: none"> a minimum size limitation of units occupied by individual operators; and restrictions on the type of goods which can be sold from units.

Transport Policies

POLICY	SUMMARY
Policy T11 <i>Major Road Corridors</i>	<p>Policy T11 identifies the Eastern Corridor (Prescott Road, Edge Land & Wavertree Road), Riverside Corridor North (Regent Road, Great Howard Street & Vauxhall Road), Riverside Corridor South (Park Road, Speke Road & Speke Boulevard) and North East Corridor (Kirkdale Road, Walton Road, Rice Land Warbreck Moor) as identified road corridors for improvement measures. Resources will be targeted for the design and implementation of measures to improve the image of the city, facilitate efficient operation of public transport and relieve sensitive locations of heavy traffic.</p>
Policy T12 <i>Car Parking Provision in New Developments</i>	<p>In accordance with Policy T12 any development which generates a demand for car parking will be required to make provision on site to meet the minimum operational needs of the development. The need will be determined by several factors, including highway and pedestrian safety, residential amenity, accessibility by public transport and proximity to existing public car parks.</p>
Policy T15 <i>Traffic Impact Assessment</i>	<p>Policy T15 states that for developments which are likely to result in a material change to the character or volume of traffic on the surrounding highway network i.e. a football stadium, a full Traffic Impact Assessment will be required. Conditions may be imposed on developments which require off-site works to take place before development can be made acceptable, in order to secure these works prior to operation of the development.</p>

Community Facilities Policies

POLICY	SUMMARY
Policy C1 <i>Social Facilities</i>	<p>Policy C1 states that any development proposal that involves the loss of a social facility, for which there is a demonstrable local need, the City Council will seek to negotiate with the developer to ensure that the facility:</p> <ol style="list-style-type: none"> is relocated to a more appropriate location, which is easily accessible to its users; or is incorporated or replaced within a new development.
Policy C7 <i>The Football Clubs</i>	<p>Policy C7 states that the City Council will assist both clubs (Liverpool and Everton) in progressing their development proposals, provided that these do not adversely affect residential amenity and are in accordance with other policies in the Plan.</p> <p>The supporting text for this policy acknowledges that the success of both football clubs has 'elevated Liverpool to its position as a premier football City, renowned throughout Europe and the World' (para. 12.56, p. 315).</p> <p>Furthermore, the UDP states that both stadia represent major tourist and visitor centres and therefore football plays an 'increasingly important role in the economy of the City' (para. 12.67, p.315). The City Council is noted as being keen to maintain this position by accommodating the development of both clubs.</p> <p>The City Council will also seek effective solutions to remedy car parking and other amenity problems experienced by residents on a match day and to maintain and enhance residential amenity in the area.</p>

Policy C9 *Outdoor Sports Facilities*

Policy C9 states that the Council will seek to retain multi-purpose facilities unless those facilities are to be satisfactorily replaced by a facility of equivalent or better quality in an appropriate location.

Environmental Protection Policies

POLICY	SUMMARY
Policy EP1 <i>Vacant, Derelict and Neglected Land</i>	Policy EP1 encourages the reclamation of derelict land and the restoration of neglected land and encourages redevelopment for alternative uses. The contribution a scheme would make to urban regeneration, the need to facilitate inward investment and create jobs are key considerations, as well as the degree of contamination, dereliction or danger posed by the site.
Policy EP2 <i>Contaminated Land</i>	Policy EP2 states that before approving development on suspected contaminated land, developers will need to submit a site survey regarding contamination and remedial measures required to address the hazard, including timescales for implementation of the mitigation. Planning permission may be granted subject to planning conditions regarding site investigations and remediation.
Policy EP7 <i>Recycling</i>	The Council will co-operate with local businesses to increase the recycling of their waste materials.
Policy EP9 <i>Waste Storage</i>	Developments which generate commercial waste will only be permitted where there is adequate provision for storage of waste on site and adequate access to enable waste to be transferred to a licensed waste disposal contractor.
Policy EP10 <i>Hazardous Substances</i>	<p>Policy EP10 states that planning permission and Hazardous Substances Consent will not be granted for either new developments involving hazardous substances, or for the use of hazardous substances in existing development unless:</p> <ol style="list-style-type: none"> The city council is satisfied that there is no unacceptable risk to public health and safety; They are located where there is no unacceptable risk to residential and other sensitive areas; The resulting consultation zone for the Health and Safety Executive would not fall across an existing or proposed residential area or place where a large number of people normally congregate; and They would not constrain otherwise reasonable development. <p>Additionally, proposed development within the defined consultation zone around existing locations or pipelines with Hazardous Substances Consent will not be permitted if it would result in a significant increase in the number of people living in, working in or visiting the area, or would otherwise cause unacceptable risk.</p>
Policy EP11 <i>Pollution</i>	In accordance with Policy EP11 developments which have potential to generate unacceptable air, water, noise or other forms of pollution will be resisted. Planning permission will not be granted for development next to existing premises authorised/licensed under pollution control legislation unless the Council is satisfied that sufficient measures can and will be taken to protect amenity and environmental health.
Policy EP12 <i>Protection of Water Resources</i>	Policy EP12 states that planning permission will not be granted for development that can adversely affect the quality or supply of surface water or groundwater, including through unsatisfactory arrangements for the disposal of foul sewage or surface water, or the disturbance of contaminated land.
Policy EP13 <i>Flood Prevention</i>	Policy EP13 states that unless appropriate alleviation or mitigation is conducted, planning permission will not be granted for development at unacceptable risk from flooding, likely to increase the risk of flooding elsewhere or result in an adverse impact on the water environment due to additional surface water run-off.
Policy EP15 <i>Environmental Impact Assessments</i>	Policy EP15 require planning applications to provide sufficient information to enable the Council and consultees to assess potential environmental impacts accurately. This may necessitate provision of an Environmental Impact Assessment depending on the scale, location or type of development proposed.

JOINT WASTE LOCAL PLAN (2013)

The Merseyside and Halton Joint Waste Local Plan (adopted July 2013) sets out development management policies to address a range of waste management related development issues, including waste prevention and resource management. The most relevant policies are as follows:

POLICY	SUMMARY
Policy WM0 <i>Presumption in Favour of Sustainable Development</i>	Policy WM0 states that planning applications that accord with the policies in the Waste Local Plan (and other relevant Local Plan documents, including policies in Neighbourhood Plans) will be approved without delay, unless material considerations indicate otherwise.
Policy WM8 <i>Waste Prevention and Resource Management</i>	Policy WM8 requires development involving demolition and/or construction to implement measures to achieve the efficient use of resources taking particular account of: methods that minimise waste production and encourage re-use and recycling materials as far as practicable on-site; designing out waste by using design principles and construction methods that prevent and minimise the use of resources; make provision for the use of high-quality building materials made from recycled and secondary sources; and use waste audits or site waste management plans, where applicable, to monitor waste minimisation, recycling, management and disposal. Evidence demonstrating how this will be achieved must be submitted with development proposals of this type.
Policy WM9 <i>Sustainable Waste Management Design and Layout for New Development</i>	Policy WM9 states that the design and layout of new built developments must, where relevant, provide measures as part of their design strategy to facilitate the collection and storage of waste, including separated recyclable materials, and provide sufficient access to enable waste and recyclable materials to be easily collected and transported for treatment.

EMERGING LIVERPOOL LOCAL PLAN (SUBMISSION VERSION, 2018)

The Liverpool Local Plan was submitted to the Secretary of State for examination in May 2018. The next stage is the commencement of examination hearings. The submission version of the plan is dated January 2018.

In accordance with paragraph 48 of the NPPF, LPAs may give weight to relevant policies in emerging plans according to the stage of preparation (the more advanced its preparation, the greater the weight that can be applied); the extent to which there are unresolved objections to the relevant policies; and the degree of consistency of the policies to the NPPF.

The Spatial Strategy and Sustainable Development Principles

POLICY	SUMMARY
Policy STP1 <i>Spatial Priorities for the Sustainable Growth of Liverpool</i>	Policy STP1 aims to create a robust and regionally significant, competitive economy. To achieve this economic development will be focused in the City's key employment areas, including North Liverpool, City Centre, Stonebridge/Gillmoss/Aintree, Central Liverpool, South Liverpool; and Enterprise Zones at Mersey Waters and Liverpool City. Whilst also supporting the sustainable growth of Liverpool John Lennon Airport, The Port of Liverpool and Cruise Liner Terminal.
Policy STP2 <i>Sustainable Growth Principles and Managing Environmental Impacts</i>	Policy STP2 seeks to avoid negative impacts on the environment through the adoption of best practice. This includes prioritising the reuse of previously developed land, remediating contaminated sites, conserving and enhancing the City's heritage assets, locating development in areas which are accessible by sustainable transport, delivering high quality contextual design, avoiding risk of flooding, minimising impacts on air quality and adapting to climate change.
Policy STP3 <i>Protecting Environmentally Sensitive Areas</i>	Policy STP3 seeks to avoid and/or mitigate negative impacts on European habitats sites. Development which may have an adverse impact will be subject to a Habitat Regulations Assessment.
Policy STP4 <i>Presumption in Favour of Sustainable Development</i>	Policy STP4 states that planning applications which accord with the Local Plan will be approved unless material considerations dictate otherwise. Where the Local Plan is silent on an issue or the policies are out of date, the protocol as established in the NPPF is to be adopted.
Policy STP5 <i>Infrastructure Provision</i>	Policy STP5 requires new developments to be located on previously developed land and then in areas with the best infrastructure capacity, to maximise the use of existing facilities and minimise the need for new provision and the need to travel.
Policy STP6 <i>Developer Contributions</i>	Policy STP6 states that new developments need to meet the reasonable costs of providing on and off-site infrastructure requirements and to meet the needs for additional or improvements to existing infrastructure and services which would mitigate the impacts generated by new development. Developers are expected to fund the future maintenance of facilities provided as a result of development. If viability is an issue, site specific independent financial evaluation will be required.

Liverpool City Centre

POLICY	SUMMARY
Policy CC10 <i>Waterfront Design Requirements</i>	<p>Policy CC10 establishes that development on the waterfront must be of a high-quality design which respects its historic surroundings, whilst making adequate provision for access, parking and servicing. This includes protecting the character, setting, distinctiveness and Outstanding Universal Value (OUV) of the World Heritage Site (WHS).</p> <p>New development must ensure the protection of European and Nationally designated habitat sites; not undermine local residential amenity and business operations; ensure high-quality design; ensure usable and inclusive public realm; provide enhanced pedestrian / cycle movements; make provision for the repair and conservation of heritage assets; incorporate appropriate street furniture and lighting; and ensure greater access to dock water spaces and their quaysides.</p>
Policy CC12 <i>Liverpool Waters</i>	Policy CC12 states that the Council will support planning applications to deliver the vision for Liverpool Waters, which is to regenerate a 60ha historic dockland to create a mixed-use waterfront quarter in the city centre.
Policy CC13 <i>Ten Streets</i>	Policy CC13 establishes that the Council will support uses which maximise the economic potential of the area, focusing on creative businesses and light employment uses. Within the Northern Gateway, a mix of uses will be supported, including leisure and potential tourism related uses, ancillary retail and significant new public realm.
Policy CC26 <i>Protection and Enhancement of Green Infrastructure</i>	Policy CC26 requires new development to include an element of green infrastructure where possible. This includes green roofs/walls, trees, water features and use of native species in landscaping.

Employment Land and the Economy

POLICY	SUMMARY
Policy EC1 <i>Employment Land Supply</i>	<p>The city has an overall requirement for 149.5 hectares of land for industrial and business uses (Use Classes B1/2/8) over the period of the Local Plan, to meet the needs of the City and the sub-regional demand resulting from planned development associated with the SuperPort. This requirement will be met through:</p> <ul style="list-style-type: none"> ■ Land developed for B Class uses between April 2013 and August 2016; ■ Employment land provision committed through extant planning permission for B Class uses; and ■ Sites allocated as Sites for Industrial/Business Development or Sites for Office Development, or designated as Primarily Industrial Areas or Main Office Area within the Local Plan.
Policy EC2 <i>Employment Areas</i>	<p>Policy EC2 states that new employment development will be directed towards land designated as Primarily Industrial Areas and Sites for Industrial/Business purposes. Land within these areas will be protected for industrial and business uses. Proposals for other purposes should demonstrate:</p> <ol style="list-style-type: none"> a. The proposed use is complementary to the primary employment use of the area, providing a small-scale ancillary service to meet day to day needs of local employee's subject to compliance with other plan policies; b. There is no reasonable prospect of the site being used for industrial/business uses (Use Classes B1/2/8). This will require evidence to demonstrate that the site has been appropriately marketed for B1, B2 and B8 Class Uses, across a range of media for at least 24 months. The newly proposed use for the site would need to bring wider economic, social or environmental regeneration benefits which outweigh the economic impact of the loss of land for employment purposes, with evidence demonstrating: <ul style="list-style-type: none"> ● a net increase in employment;

- a need/demand for the proposed use;
- a lack of a suitable alternative site/premises;
- the satisfactory relocation of displaced businesses (where applicable);
- improvements to the physical/operational environment of the employment area; and
- that the proposal forms part of a comprehensive regeneration scheme.

c. The proposals will not be incompatible with existing retained employment uses.

Policy EC3 <i>Delivering Economic Growth</i>	Policy EC3 establishes that the development of new and existing business sectors with strong growth potential in Liverpool and the City Region will be supported and, where appropriate, protected and enhanced. These include knowledge-based industries; financial, professional and business services; Port and maritime industry; Airport, Aerospace and aviation-related activity; tourism/visitor economy (including Everton and Liverpool); and low carbon economy businesses.
Policy EC4 <i>Culture, Tourism and Sport</i>	<p>Policy EC4 details that the Council will support proposals which reinforce and promote Liverpool as a centre for tourism, culture and major events. This includes proposals which enhance the City's existing tourist and cultural facilities; proposals which protect and promote the City's heritage; and proposals for new / expanded provision which contributes to the city's continued success as a destination for visitors and venue for major events, including sport. Within this, the sustainable development or redevelopment of Everton and Liverpool football clubs are specifically mentioned, providing the proposals are of an appropriate scale and subject to other relevant planning policies.</p> <p>Proposals should be of a high quality design, be highly accessible, not adversely impact residential amenity or business operations and be designed to be flexible, adaptable and capable of multi-use.</p>
Policy EC6 <i>Mixed Use Areas and Sites for Various Types of Development</i>	<p>Policy EC6 states that site allocated as Mixed-Use Areas, will be granted planning permission for those uses specified in the relevant Mixed-Use Area profiles, subject to other Local Plan policies.</p> <p>Additionally, Policy EC6 states that sites allocated as Sites for Various Types of Development, will be granted planning permission for those uses specified in Schedule 7, subject to other Local Plan policies.</p>
Policy EC7 <i>Liverpool John Lennon Airport</i>	Policy EC7 identifies the Liverpool John Lennon Airport (LJLA), as a key sub-regional economic asset therefore, the operation and expansion of LJLA, will be supported in principle in line with its Masterplan.
Policy EC8 <i>The Ports of Liverpool and Garston</i>	Policy EC8 recognises that proposals to continue the sustainable development/redevelopment of the Ports of Liverpool and Garston, will be supported. In particular, port-related development proposals and improvements to the sustainability of freight and passenger access to the ports, including road, rail and water transport, will be encouraged.

Housing Provision

POLICY	SUMMARY
Policy H2 <i>Residential Development Site Allocations</i>	Policy H2 'Residential Development Site Allocations' states that residential development will be permitted in accordance with its site allocation.
Policy H7 <i>Primarily Residential Areas</i>	<p>Within the Primarily Residential Areas planning permission will be granted provided for:</p> <ul style="list-style-type: none"> ■ New housing development provided the residential character of the area of existing residents is protected; ■ Industrial and business development where there will be no detrimental effect on the amenities and character of the residential area and no adverse impact on traffic generation and car parking;

- New and improved community facilities, providing there is no adverse impact on residential amenity; and
- Other forms of development, redevelopment or changes of use, provided there is no adverse impact on residential amenity or the character of the area.

Shopping Centres and Community Facilities

POLICY	SUMMARY
Policy SP5 <i>Community Facilities</i>	<p>Policy SP5 states that development which would lead to the loss of an existing community facility will only be permitted where:</p> <ul style="list-style-type: none"> ■ there is no demonstrable current or future need or demand for the space, either in its current use or any alternative community use and it is therefore surplus to requirements; ■ the community facilities are no longer suitable to continue in community use; or ■ if replacement provision, that meets current and future needs, is provided in an appropriate location.
Policy SP6 <i>Out-of-Centre and Edge-of-Centre Retail and Leisure Uses</i>	Policy SP6 sets out the requirements for developing Out-of-Centre retail.

Urban Design

POLICY	SUMMARY
Policy UD6 <i>Tall Buildings</i>	<p>Policy UD6 establishes that proposals for Tall Buildings must make a positive contribution to the streetscape and skyline of Liverpool by being of the highest quality of design. Proposals must be supported by a comprehensive Townscape and Visual Impact Assessment and be considered under the EIA process, considering cumulative impacts too. Tall buildings are expected to contribute to the way-finding and legibility of the city as well as contribute to the economic, social and environmental sustainability of Liverpool.</p>

Heritage

POLICY	SUMMARY
Policy HD1 <i>Heritage Assets: Listed buildings; Conservation Areas; Registered Parks and Gardens; Scheduled Ancient Monuments</i>	<p>Policy HD1 seeks to conserve and where appropriate enhance the historic environment. Particular consideration will be given to ensure that the significance of those elements which contribute to the City's distinctive historic identity are not harmed, these include the docks, warehouses, ropewalks and shipping offices; the extensive network of historic open spaces, parks, gardens, cemeteries and squares; and the range, wealth and quality of its places of worship. Proposals affecting a designated heritage asset should conserve the elements which contribute towards its significance. Harm should only be permitted where it is clearly justified and outweighed by the public benefits of the proposal. Substantial harm to a designated heritage asset will be permitted in exceptional circumstances only.</p> <p>Proposals affecting archaeological sites of less than national importance are required to conserve elements which contribute to their significance in line with the importance of the remains. Preservation of the remains in situ is the preferred solution to mitigate damage.</p> <p>Proposals affecting a Conservation Area are required to preserve or enhance those elements identified in any Conservation Area Appraisal as making a positive contribution to the significance of that area.</p> <p>Proposals which will help to safeguard the significance of a heritage asset, and secure a sustainable future, especially for those assets identified as being at greatest risk of loss or decay, will be supported.</p>

Policy HD2
Liverpool Maritime
Mercantile City
World Heritage
Site

Policy HD2 states that the Council will support proposals which conserve or enhance the Outstanding Universal Value (OUV) of the World Heritage Site (WHS). The policy states:

- a. Permission will not be granted for proposals which would have an adverse impact upon the views of the Waterfront from the River Mersey, or of the key Landmark Buildings and vistas identified in the Liverpool Maritime Mercantile City World Heritage Site SPD.
- b. Proposals for the redevelopment or remodeling of buildings or sites which have a negative or neutral impact on the character of the World Heritage Site will be supported where it can be demonstrated that this will enhance or better reveal the Outstanding Universal Value of the World Heritage Site.
- c. Proposals which would help to facilitate the reuse of vacant or under-used floorspace in buildings which make a positive contribution to the character of the area and the Outstanding Universal Value of the World Heritage Site will be supported.
- d. Proposals for tall buildings in the World Heritage Site or its Buffer Zone will be assessed against Policy UD6.

Applications for development which is likely to impact on the OUV will not be granted unless accompanied by an appropriate Heritage Impact Assessment which evaluates the likely effects of the proposals upon the OUV.

Green Infrastructure

POLICY	SUMMARY
Policy GI1 <i>Green Infrastructure Resources</i>	<p>Policy GI 1 states that the recreational function, visual amenity, historic and structural quality and value of the City's green infrastructure resource will be protected and enhanced. Specifically, protection will be afforded to:</p> <ol style="list-style-type: none"> a. The Green Belt, and the Mersey Estuary SSSI/SPA/Ramsar Site; b. The Green Wedge; c. The City's network of Parks and Gardens; d. Biodiversity assets, including Local Wildlife Sites (LWS) and Local Nature Reserves (LNR) e. Regionally Important Geological/Geomorphological Sites (RIGS); f. Locally important open spaces including amenity spaces and allotments; g. Water spaces, including the Leeds Liverpool canal, park lakes and water courses; h. Playing fields and pitches; and i. Green Corridors, Recreational routes and the Public Rights of Way network.
Policy GI 2 <i>Green Wedges</i>	<p>Policy GI 2 establishes that development within the Calderstones/ Woolton and Otterspool Green Wedge should demonstrate that it will not have a significant adverse effect on the predominantly open character of the Green Wedge, by significantly reducing the physical separation between existing built up areas.</p>
Policy GI 3 <i>Open Space, Sport and Recreation Provision</i>	<p>Policy GI 3 states that development on open space including land used for sports and recreation provision will not be acceptable unless it can be proven that it will not cause material harm to:</p> <ol style="list-style-type: none"> 1. The recreational function of the site unless: <ol style="list-style-type: none"> a. The proposal would lead to improved access or meet an identified need for sport and recreation which: <ol style="list-style-type: none"> i. Will not have unacceptable impacts on the open space, local amenity or biodiversity; ii. Will contribute to enhancing the role of the open space or facility. iii. Complies with relevant sport specific design guidance. b. Replacement provision of equivalent or better quality and quantity is provided in an appropriate location.

2. The visual amenity and structural value of the open space.
3. The recreational routes network unless an acceptable and equivalent alternative is provided.

Policy G14 *Water Spaces*

Policy G14 states that the Council will support proposals which increase access along the coast and allow opportunities for greater interaction with water spaces in the city. Development adjacent to a water space should demonstrate that the design, detailing and massing takes account of its location; the site layout takes account of the relationship between buildings, parking, landscaping and the water space; public access is maintained or enhanced; opportunities are created to enhance green infrastructure provision; and any historical or industrial archaeological features relating to the water space are retained and restored. Opportunities should be taken to provide active frontages. In addition, there should be no negative consequences for nature conservation value.

Policy G15 *Protection of Biodiversity and Geodiversity*

Policy G15 requires development which may have a significant effect on an internationally important site to be accompanied by sufficient evidence to allow the Council to conduct a Habitats Regulation Assessment. Adverse effects should be avoided and/or mitigated.

Development which may cause direct or indirect significant harm to will only be permitted where there are no alternatives and the reasons for and the benefits of development clearly outweigh the negative impacts on:

- National Sites such as the Mersey Estuary Ramsar site/Mersey Estuary Site of Special Scientific Interest (SSSI);
- Local Sites such as Local Nature Reserves, Local Wildlife Sites (LWS) and Regionally Important Geological/Geomorphological Sites (RIGS); and
- Sites including Priority Habitats/ Irreplaceable habitats (including ancient woodlands and aged or veteran trees).

Where significant harm cannot be avoided, adequately mitigated, or as a last resort, compensated, then planning permission will be refused. Applications should be supported by an Ecological Appraisal and include details of avoidance, mitigation and/or compensation where appropriate. Where significant harm cannot be avoided, adequately mitigated or compensated, planning permission will be refused.

Policy G16 *Liverpool City Region Nature Improvement Areas*

Policy G16 identifies the Mersey Estuary as a Nature Improvement Area (NIA). Under this policy, development within the NIA should enable the function of the NIA, contribute to opportunities for habitat creation / management and deliver biodiversity enhancement measures where a potential impact on the NIA is anticipated.

Environmental Resources

POLICY

SUMMARY

Policy R1 *Air, Light and Noise Pollution*

Policy R1 requires development that is likely to have a polluting impact to have to demonstrate that appropriate measures are incorporated, the impacts will not be significant and the development will not lead to a significant decline in air quality. Major developments should incorporate measures to reduce air pollution.

Policy R2 *Hazardous Substances*

Planning permission and Hazardous Substances Consent will not be granted for either new developments involving hazardous substances or for the use of hazardous substances in existing development, unless:

- a. The City Council is satisfied that there is no unacceptable risk to public health and safety;
- b. They are located where there is no unacceptable risk to residential and other sensitive areas;
- c. The resulting consultation zone for the Health and Safety Executive would not fall across an existing or proposed residential area or place where a large number of people normally congregate; and

d. The proposal would not constrain an otherwise reasonable development.

Additionally, proposed development within the defined consultation zones surrounding existing locations or pipelines with Hazardous Substances Consent will not be permitted if it would result in a significant increase in the number of people living in, working in or visiting the area, or would otherwise cause unacceptable risk.

Policy R3 *Flood Risk and Water Management*

Policy R3 states that development should protect and enhance water quality, reduce flood risk and include water efficiency measures. Proposals must follow the sequential approach to determining the suitability of land for development, directing development to the area at lowest risk of flooding. Developments must demonstrate that there is no increase in flood risk at the site or elsewhere and should seek to reduce flood risk. Developments should comply with the Water Framework Directive. Where reasonably practical, developments should incorporate Sustainable Drainage Systems (SuDS) to manage surface water run-off.

Policy R4 *Coastal Protection*

Policy R4 requires development to not increase the risk of tidal flooding or coastal erosion or adversely impact the integrity of designated sites of European and/or International nature conservation importance.

Sustainable Transport and Accessibility

POLICY	SUMMARY
Policy TP1 <i>Improving Accessibility and Managing Demand for Travel</i>	Policy TP1 states that development proposals should make the best of existing infrastructure. The use of Travel Plans will be required to positively manage travel demand and improve accessibility of development. All developments should address the accessibility of pedestrians and cyclists, as well as public transport users.
Policy TP2 <i>Transport Assessments</i>	Policy TP2 establishes that a Transport Statement or Assessment will be required to accompany a planning application for new development. Developments must ensure there is no detrimental impact on the function of the transport network; there is no detrimental impact to the safety of users of the transport network; there is provision for walking, cycling and the use of public transport; and vehicle and cycle parking and servicing are appropriate to the scale and nature of development proposed.
Policy TP5 <i>Cycling</i>	Policy TP5 Cycling requires new developments to demonstrate they will have a positive impact on the cycling network, be designed to encourage cycling, provide appropriate cycle access and sufficient secure cycle parking facilities and demonstrate best practice in design for cyclists.
Policy TP6 <i>Walking and Pedestrians</i>	Policy TP6 Walking and Pedestrians states that developments must be designed to encourage walking, provide appropriate pedestrian access, demonstrate a positive impact on the pedestrian network, ensure layouts are fully accessible and demonstrate best practice in design for pedestrians.
Policy TP8 <i>Car Parking and Servicing</i>	Policy TP8 Car Parking and Servicing requires demand for car parking to be met on site, in accordance with the Council's standards. Adequate provision should be made for parking, servicing and loading, including access by emergency and refuse vehicles.
Policy TP9 <i>Public Transport</i>	Policy TP9 Public Transport requires all major development to have good access to the local bus network and rail services. Applications should demonstrate how proposed development relates to walking & cycling distances and routes to stations, convenience of bus access to stations and details of service frequencies.

Appendix 4: Strategic & Regeneration Policy

Atlantic Corridor Development Framework, Liverpool City Council (2016)

The Atlantic Corridor Development Framework (ACDF) provides the overarching context for regeneration and establishes principles for development within the ACDF, which is located on the north edge of the City Centre. The Atlantic Corridor area is predominately industrial and perceived as a series of dislocated locations with poor connections between the waterfront to the west and the residential areas to the east. In recent years, the area has been subject to major regeneration investments such as Liverpool Waters, the Port of Liverpool and Project Jennifer. The area is included within the Liverpool City Enterprise Zone, Liverpool Waters Enterprise Zone, forms part of the North Liverpool Enterprise Zone and links committed development projects and emerging opportunities.

The Framework aims to better connect these emerging destinations to each other, improve connections with the City Centre, identify further opportunities for coordinated investment, create improved investment conditions, and improve access to new jobs and opportunities for local residents and workers. The Framework identifies five-character zones:

- A. Liverpool Waters,
- B. City Fringe,
- C. Atlantic Village & Park,
- D. Liverpool 2 and Port, and
- E. Bankhall & Sandhills.

The Framework identifies the following five principles to guide proposals for investment and development within the Atlantic Corridor:

1. Movement and connectivity – Supporting Regent Road as a link between the Waterfront development and City Centre, improving connectivity across the Atlantic Corridor and supporting cycleways and infrastructure;
2. Support economic growth – supporting businesses and appropriate employment uses;
3. Sense of Place – Encouraging increased activity along frontages, contemporary approaches to building and streetscape design and encouraging a more diverse mix of uses, principally employment generating uses;
4. Heritage and historic environment - Encourage the retention and conversion of historic warehouse and dockland, encourage building scale, form and massing to respond to the scale and encourage high quality building and landscape design structures; and
5. Delivery – supporting partnership working arrangements and appropriate funding to assemble sites, or fund strategic acquisitions.

The North Liverpool and South Sefton SRF (2010)

The purpose of the SRF is to create sustainable communities and to maximise North Liverpool's contribution to the City's competitiveness over the next 20 years and beyond. The SRF acts as an 'umbrella document' to provide the strategic context for the area. The strategic objectives of the SRF are to:

1. Enable further investment and employment growth to accommodate economic growth sectors of the future – this will be through the provision of sites and premises, through the growth of the port and the expansion of the low carbon economy.
2. Increase the ability of local residents to access better quality employment opportunities through tailored support programmes and concerted multi agency working.

3. Establish an ambitious and strategic vision for sustainable neighbourhoods in which they become attractive places to live, supported by well-functioning schools and good quality services.
4. Link business districts and housing neighbourhoods through a multi modal transport system and coherent green infrastructure network.

The SRF identifies the need to radically improve green spaces in North Liverpool and South Sefton as a priority to establish the areas as attractive and desirable places to live, work, invest and visit. The SRF sets out to radically improve the green environment in the area through a strategy to enhance and extend existing green resources.

The SRF identifies six key Economic & Employment Priorities & Transformational Projects, which include:

1. Liverpool Waters,
2. Port Expansion,
3. The Football Stadia,
4. Low Carbon Business Transformation,
5. Business Land and Premises, and
6. Developing 21st Century Skills.

The SRF recognises that Everton Football Club has large-scale investment plans for their facilities during the SRF timeline. The SRF describes this investment as catalytic for local economic growth and physical regeneration which will also radically improve the area's image and visibility to prospective investors.

The SRF identifies eight neighbourhood areas within the SRF boundary, these include:

1. The Port,
2. Liverpool Waters & Hinterland,
3. Port Hinterland,
4. Seaforth,
5. Bootle,
6. City Family Suburbs (Anfield and Breckfield),
7. City Family Suburbs (Kirkdale, Vauxhall, Everton & Eldonian Village), and
8. City Fringe.

World Heritage Site SPD (2009)

The World Heritage Site SPD provides guidance for protecting and enhancing the Outstanding Universal Value (OUV) of Liverpool Maritime Mercantile City World Heritage Site (WHS), whilst encouraging investment and development which will secure regeneration for the area. The SPD aims to provide guidance which will harmonise the differing priorities for regeneration and conservation (para 1.1.1, p.1).

Liverpool is recognised within the SPD as having the longest and most recognisable waterfront in the UK and has 'the largest and most complete system of historic docks anywhere in the world' (para. 1.1.2, p.1). However, the SPD recognises that as the city seeks economic growth, it will try to find alternative sustainable uses for its redundant dockland (para. 1.1.5, p.1).

The SPD reiterates that the intention of the WHS inscription is not to prevent development of the city, but instead ensure that the conservation and enhancement of the historic environment, and the OUV of the WHS, is fully considered in all decision making (para. 1.2.5, p.2).

The SPD recognises that different parts of the WHS are undergoing different types of development pressure. There are four broad areas, City Centre Core Area, City Centre Waterfront, Ropewalks and Central

Docks/Liverpool Waters. Within the Central Docks / Liverpool Waters area, the SPD notes that the regeneration of this part of the WHS requires significant amounts of private investment, without which the tangible cultural heritage in this area will continue to deteriorate (para. 1.3.2, p.3).

Liverpool Maritime Mercantile City World Heritage Site Management Plan (2017-2024)

The purpose of the Liverpool World Heritage Site (WHS) Management Plan is to ensure effective protection of the WHS for current and future generations.

The Plan includes five aims: Protect; Conserve and Develop; Understand; Connect; Capitalise; and Govern. These aims support the overall Vision (p.54):

'Reconciliation of the enduring ambitions for growth and prosperity established by the City's mercantile founders with the need to protect, develop and enhance the Outstanding Universal Value of Liverpool's world-class heritage'

The Management Plan acknowledges several issues and challenges to the WHS, including socio-economic pressure, the need for high-quality sustainable development, lack of understanding in relation to the WHS, lack of awareness and accessibility, the requirement to achieve an integrated approach, Climate Change and disaster risk management and Governance issues.

A series of Actions are identified under the five aims of the Management Plan. These include: requiring a Heritage Impact Assessment for all major developments within the WHS and buffer, encouraging higher levels of pre-application discussions for developments within the WHS, establishing a WHS Design Review Panel and stimulating the location of key attractions and developments within more remote parts of the WHS, helping to draw footfall and interest to underused parts of the site.

Mayoral Development Zone / Enterprise Zone

Liverpool's Mayoral Development Zones: Review of achievements 2012-2017, Regenerating Liverpool (2018)

Via the Localism Act 2011 and the City Deal agreement with the government, the Mayor Joe Anderson implemented a single investment programme which involved establishing an Enterprise Zones (EZ) for North Liverpool, offering incentives for companies to set up businesses in Liverpool and encourages existing city-based businesses to grow. The potential to capture the entire benefit of any growth in business rates from the Enterprise Zone for use in five other key economic areas of the city, known as Mayoral Development Zone (MDZs) – North Liverpool, the Knowledge Quarter in the city centre, Stonebridge Cross, the Eastern Approaches (Central Liverpool) and Speke-Garston (South Liverpool) areas.

The North Liverpool Mayoral Development Zone (MDZ) is the largest of the MDZs. North Liverpool covers the area stretching from the expanse of Liverpool's docks in the north to the edge of the City Centre's commercial business core. Not only does it include a swathe of traditional industrial and warehousing sites alongside the river, it also reaches eastwards into Everton Valley to encompass rapidly regenerating residential suburbs and district shopping centres. North Liverpool is also home to both of the city's football clubs. The MDZ recognises Everton FC's redevelopment plans.

The Central Liverpool MDZ straddles either side of Edge Lane, the city's principal road corridor that links the City Centre with the M62 and the motorway network. Central Liverpool has seen a dramatic transformation as £45+ million has been spent on striking public realm improvements, improved junctions, and better pedestrian and cycle access. Central Liverpool MDZ has some of the highest take-up rates anywhere in the city and contains major employers such as Nutricia Liverpool, Barclays Bank, Roy Castle Lung Foundation's research hub and Human Recognition Systems.

The Stonebridge Cross MDZ is located on either side of the East Lancashire Road that connects Liverpool to Greater Manchester. Stonebridge Cross is the city's longest-established manufacturing zone. Considerable site assembly, infrastructure and environmental enhancement works has been undertaken which now offers

high quality services plots and new business units available for commercial and industrial use, making Stonebridge appealing to businesses. The Stonebridge Cross MDZ holds the city's largest single site in public ownership at Stonebridge Cross which is available for a significant international employer, with capacity to bring between 500 to 1,000 new jobs. The site is clearly identified as a major employment site within the City.

The South Liverpool MDZ is one of Liverpool's most sought-after locations as it attracts high value jobs, significant levels of investment and modern, well-connected business premises. The area benefits from Liverpool John Lennon Airport sitting within MDZ, one of the UK's busiest regional airports with ambitious plans to expand, Liverpool South Parkway Transport Interchange and easy access to the city centre via the A561.

Mersey Waters Enterprise Zone, HM Government website^{48,49}

Liverpool City Region includes three Enterprise Zones (Mersey Waters, Liverpool City and Sci-Tech Daresbury). The zones were established in 2012 and run for 25 years until 2027.

The Mersey Waters EZ straddles the River Mersey and covers the Liverpool Waters and Wirral Waters schemes. Extending across a combined area of 125 hectares, the zone is one of the largest nationally and was identified due to its potential to generate economic growth for the region.

South Liverpool International Gateway SRF (2011)

The South Liverpool International Gateway (formerly known as the Speke Halewood Strategic Investment Area) is the location that since 1996 has been subject to a major public sector led regeneration programme, which has established an employment zone of regional significance with a recognised cluster of internationally competitive and regionally distinctive businesses. The SRF will not be formally adopted by Liverpool City Council as part of their Local Development Framework (LDF), but it will be used to inform the production of Local Development Documents.

The SRF states that *"the ability of the local economy to grow will need to be safeguarded and nurtured through the provision of a range of appropriate employment sites and associated infrastructure as identified in the SRF Land Use Framework. The majority of employment land is to be retained for new employment led development over the next 15 to 20 years."* (page 3)

The SRF identifies that the areas Major Infrastructure such as the airport, port, road and railway lands hold great scarcity value and could play a strategic role in existing and future employment generation and should not be surrendered for short term gain.

The SRF states that the *"aspiration is for South Liverpool International Gateway to be a Greater City District, one that is recognised for the essential role it can have on the sustainable development of the Liverpool City Region and the aspirations of the Liverpool Core Strategy to be a thriving international gateway"* (page 3).

Ten Streets Spatial Regeneration Framework SPD (2018)

The area covered by the Ten Streets Strategic Regeneration Framework (SRF) extends from the northern fringe of the City Centre to the Port of Liverpool on the northern docks. The SRF presents a vision, illustrative masterplan and set of design and development principles to guide the future development of the Ten Streets SRF area over the next 15 – 20 years.

⁴⁸ <https://enterprisezones.communities.gov.uk/boost-business-government-backs-enterprise-zones/> (accessed October 2019)

⁴⁹ <https://enterprisezones.communities.gov.uk/enterprise-zone-finder/mersey-waters-enterprise-zone/> (accessed October 2019)

Ten Streets seeks to build on the endorsed Atlantic Corridor Development Framework and transform 125 acres of Liverpool's Northern City Fringe into a vibrant industry, employment and creative quarter that will drive future prosperity and enhance the city's status as an international cultural destination with a unique offer and character. The framework area encompasses six distinctive character areas centred around the Ten Street character zone, including, the Ten Streets; the Stanley Dock Complex; the City Fringe; the Northern Gateway; the North Eastern Corridor; and the South Eastern Corridor (p.6).

The need for regeneration of Ten Streets is driven by the need to improve the existing environment, uses and connections with the framework area to support its regeneration. The area is held back by vacant sites; lack of connectivity and permeability; an absence of quality, usable space; lack of highway infrastructure; the need for ancillary and complementary uses; and a lack of cohesion between existing and emerging uses (p.16).

The SRF fully recognises the potential of Bramley-Moore Dock to support a new football stadium and consequently the long-term potential of the Ten Streets area to support this aspiration, stating that: 'Everton have announced plans to redevelop Bramley-Moore Dock, the stadium has the potential to have a transformational effect on the North Docks and the framework area. The SRF for Ten Streets has the potential to support this significant project and assist in providing the connectivity and types of facilities required within the framework area' (p.54).

Page 135 of the SRF states 'The potential for a new stadium has the potential to facilitate rapid change, creating a catalyst that will accelerate the redevelopment of the wider framework area'.

Anfield Spatial Regeneration Framework (April 2014)

The Anfield Spatial Regeneration Framework has been produced by Liverpool City Council with the purpose of delivering comprehensive and sustainable regeneration of the Anfield area. The vision of the document is:

"Anfield will be a vibrant, attractive and successful place to live, work, visit, invest and stay. The area and its people will benefit from high quality new and improved housing, stronger community, increased investment, access to jobs and facilities in a pleasant and safe environment. At its heart will be a revitalised high street, a stadium integrated within its community, attractive public spaces and a fully restored and active historic park." (page 2)

The SRF aims to explore and harness the potential of the area, in particular it seeks to capitalise upon Liverpool Football Club's decision to extend its existing stadium and remain in Anfield. There are number of Broad Objectives associated with the SRF, including:

1. 'Completion' of the restoration works in Stanley Park and better integration of the Park with the wider area.
2. Maximise the advantage of LFC's proposed stadium expansion and associated public realm works.
3. Environmental improvements including enhancements in green infrastructure.
4. Creating the conditions and identifying sites for economic investment and job creation.
5. Support the future conservation and enhancement of Anfield Cemetery in terms of its heritage assets and integration with the wider area.
6. Establishing a network of green spaces and corridors through the area to improve the environment and enhance connectivity.

Liverpool John Lennon Airport Masterplan to 2050 (2017)

The Master Plan confirms a long-term vision for Liverpool John Lennon Airport (LJLA) and describes further investment proposals for the Airport and its surrounding landholdings. It considers proposals for the Airport to 2030 in detail and provides a broad indication of potential development to 2050.

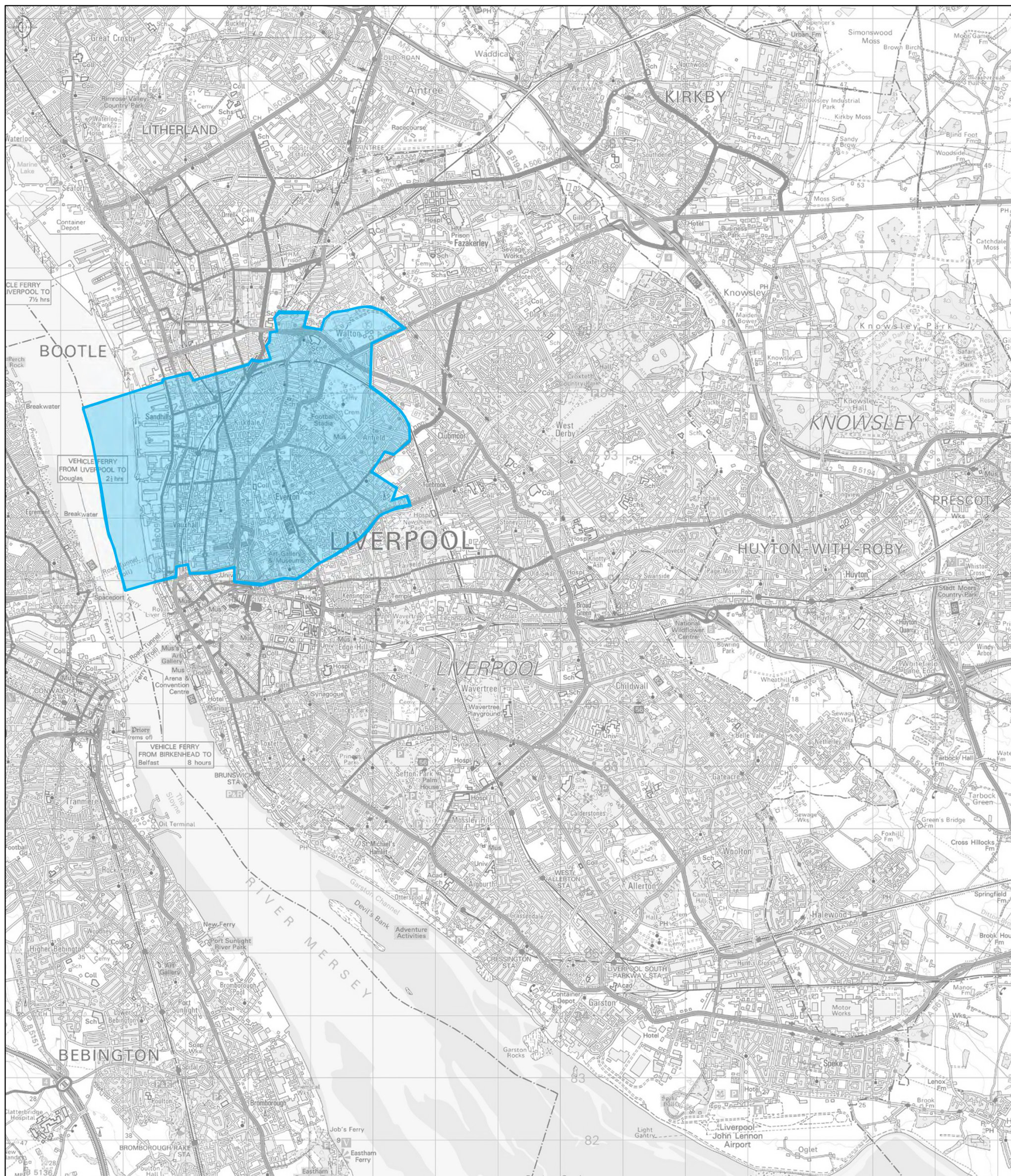
The Masterplan also sets out proposals for further growth and development of the Airport as a key transport and strategic economic asset. These proposals include expanding the range of destinations served, adding long haul services to key business and leisure destinations, and developing the Airport and its landholdings as a strategic economic asset by maximising its potential to create jobs and support ongoing regeneration across the City Region.

Garston Village Masterplan (2013)

The Garston Village Masterplan forms the regeneration strategy for Garston and acts as planning policy. The aims of the masterplan are to guide new development; enhance residential, industrial and green space; to identify projects to reverse the decline of Garston's high street - St Mary's Road; and strengthen the sense of community, ownership and place. The masterplan sets out a vision for the area:

1. A good place to live,
1. A place to do business,
2. A green, well connected neighbourhood,
3. A thriving high street, and
4. A distinctive image and strong identity.

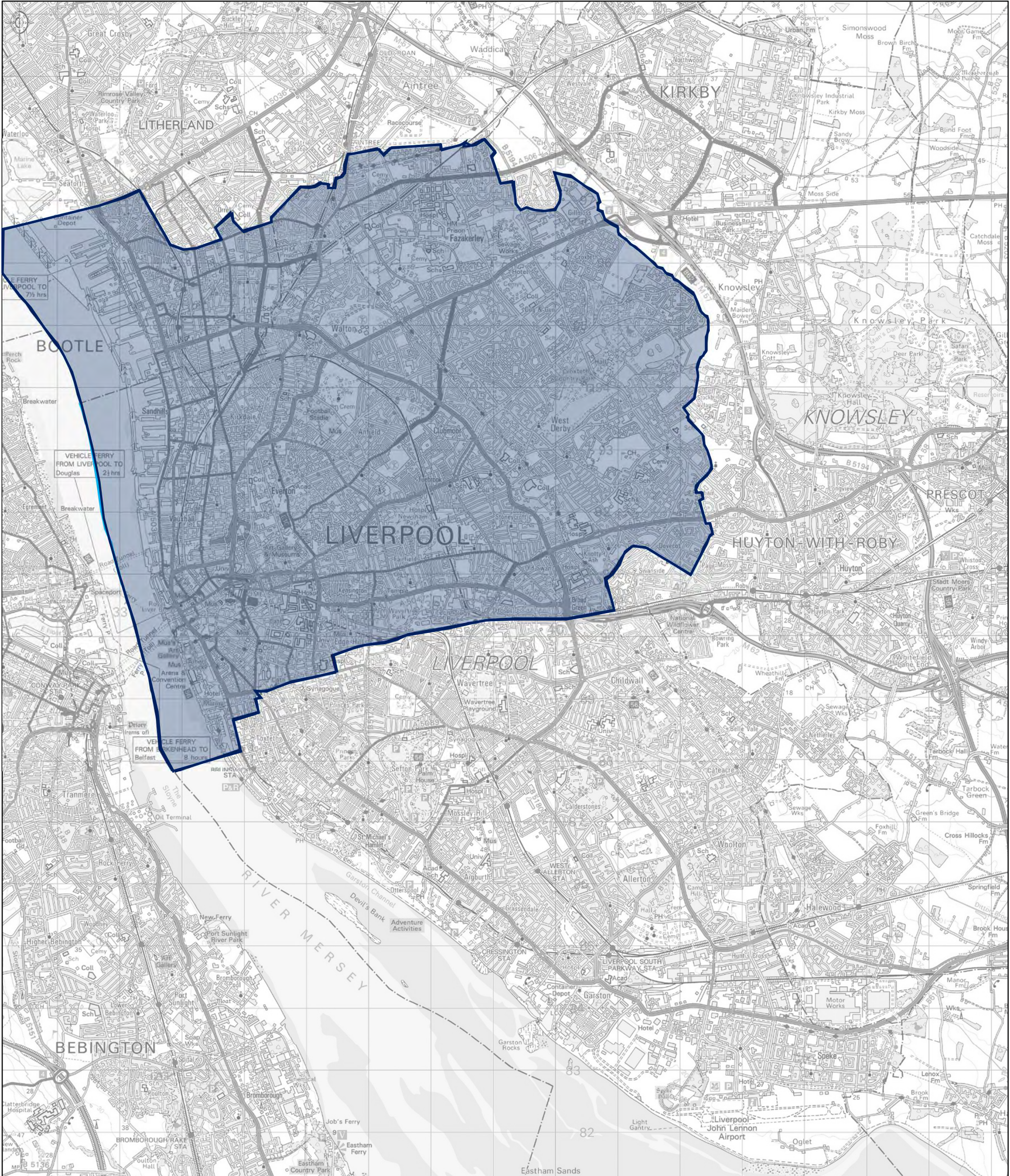
Appendix 5: Preferred Area of Search



Everton Football Club
Alternative Sites Assessment
December 2019

Appendix 5:
Preferred Area of Search

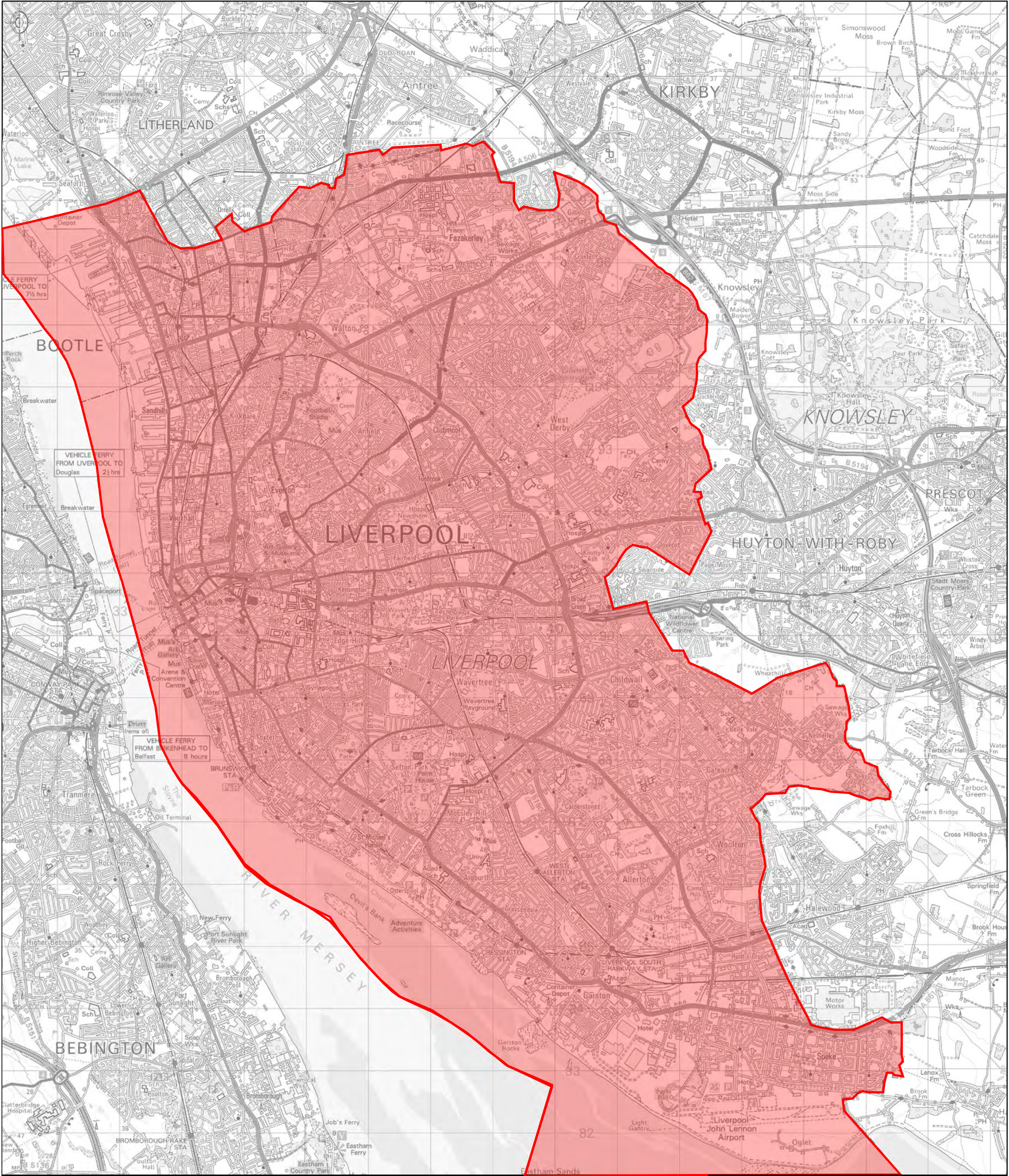
Appendix 6: Extended North Liverpool



Everton Football Club
Alternative Sites Assessment
December 2019

Appendix 6:
Extended North Liverpool Catchment

Appendix 7: Wider Area of Search



Everton Football Club
Alternative Sites Assessment
December 2019

Appendix 7:
Wider Area of Search

Appendix 8: Minimum Site Size



PATTERN

Stadium Site Size Considerations

Project:

The People's Project

Reference:

BMD01-PAT-ZZ-ZZ-RP-Z-000003

Suitability:

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P03	24/08/2020	Updated area summary
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1.0 Executive Summary

1.1 Purpose of Report

This report discusses the minimum area and critical dimensions required for a site for a 52,888-seat stadium, such as that proposed for Everton FC at the Bramley-Moore Dock.

It discusses some of the main drivers of determining the minimum site size, including the impact of guidance and regulation on the size of the stadium and the requirements for public circulation space around a stadium footprint.

It discusses relevant benchmark stadium projects of a similar size and scale and presents a study for the theoretical minimum site area and critical dimensions for three idealised scenarios.

This report features input from project Planning Consultant CBRE, and the crowd flow consultant BuroHappold Engineering.

1.2 Design Drivers for Stadium Site Size

Regulations such as the Green Guide set out minimum space provisions for seating, escape routes, concourses, and toilet accommodations – all of which are major drivers for the overall size of a stadium and its surrounding external site. Consideration of these regulations demonstrates that the proposed stadium at Bramley-Moore Dock is an efficient design and its size is a close approximation to the minimum size that a 52,888-seat Premier League stadium could be.

Guidance published by football regulating bodies English Premier League and UEFA agree that certain facilities are required within a stadium site for the function of hosting football matches, namely car parking and a sizeable Outdoor Broadcast (OB) compound.

The amount of public space required for safe spectator circulation around the stadium (clear of other parking or OB Compound requirements), is a function of the constraints to that site.

1.3 Benchmarking

The benchmarking set out below reveals that modern stadia of a similar size and scale require between 7.00 and 9.93 hectares of site area, with the average being 8.01 hectares.

1.4 Theoretical Minimums

The theoretical sizing exercise set out below must be considered “with a grain of salt” as it assumes idealised conditions that are not possible to find.

In reality, any potential site has specific opportunities and constraints that affect the amount of area required, to accommodate additional site areas for parking or other uses, or for the necessary public realm circulation to allow crowds to circulate safely to around the site.

One site might offer an opportunity that means less overall area is required. Another site might pose a constraint that means that a larger overall area is required to mitigate that constraint. In

this way, assessing the minimum area required for a project is highly dependent on the context of its site.

For example, a greenfield rural site with nearby motorways might seem an ideal site without constraints, but the lack of public transport will mean that the stadium site must host a large amount of parking because most spectators will arrive by car. In this case, such a project would require a large site. The Amex Stadium outside Brighton demonstrates such a mitigation, where its edge-of-settlement condition required the inclusion of car parking and a bus interchange within the site despite being adjacent to a rail station.

In another example, a city-centre site with plentiful public transport options might seem an ideal site, but the built-up nature of the surrounding areas might impose planning constraints that mean more land is required as a buffer between nearby residences and the stadium itself. This too could be a land-hungry project. Etihad Stadium in Manchester in part reflects this condition.

In the range between these two examples there are myriad permutations that make the assessment of a hypothetical minimum site size challenging.

The three hypothetical sites drawn in this study use the same abstracted size and shape based on the currently proposed Everton stadium, as this is representative of the minimum viable size for a 52,888-seat stadium. Each of the hypothetical sites features a different level of constraint in terms of its access, as this drives the overall circulation space required to allow spectators to leave the stadium safely.

Scenario 1 represents the least constrained site for a 52,888-seat stadium, with spectators able to freely leave through any quadrant of the site. The theoretical minimum site area for Scenario 1 is 6.0 hectares.

Scenario 2 represents a site where access is available from only one side of the site and is similar to (but still less constrained than) the Bramley-Moore Dock. The theoretical minimum site area for Scenario 2 is 6.9 hectares.

Scenario 3 represents the most constrained site, where all access is available from only one corner of the site. The theoretical minimum site area for Scenario 3 is 7.2 hectares.

1.5 Conclusion

The benchmarking study suggests that the minimum site size is approximately 8.0 hectares, whilst the most idealised theoretical scenario studied (Scenario 1) suggests that such a stadium could be viable on a site of just 6.0 hectares.

The hypothetical exercise is useful in understanding how site constraints drive the required area for a project. It demonstrates the mechanics of how a relatively unconstrained 7-hectare site might be suitable for the same stadium as a more constrained 10-hectare site. However, the study considers just the constraint of spectator access. Whilst this constraint might be considered one of the biggest drivers for overall site size (as it determines the amount of clear circulation area required around a stadium's footprint), it is just one of many constraints that might characterise a site.

For this reason, benchmarking is a more reliable indicator of the amount of land required for a stadium, as actual projects better reflect how site constraints affect the plot size required for a project.

When comparing the benchmarking to the proposed scheme at Bramley-Moore Dock, the land area of the site (i.e. excluding the proposed water channel) is just over 8.0 hectares. This is within the expected range of similar benchmarks.

Moreover, the proposed design for the stadium at Bramley-Moore Dock represents a close expression of the theoretical minimum size for a viable premier league stadium of 52,888 seats, as it follows closely the minimum standards set out by the Green Guide regulations, and the requirements of relevant sport bodies like EPL and UEFA. Indeed, the proposed site plan is heavily utilised with little space to spare.

The differential between the idealised 6.9-hectare site area shown in Scenario 2 (the most similar to the Bramley-Moore Dock) and the 8.7 hectares of the actual Bramley-Moore Dock, is due to the fact that Bramley-Moore Dock is a real site with real constraints:

- Spectator access is from the east only
- There is water on two sides of the site
- It is situated in a UNESCO World Heritage site and Stanley Dock Conservation Area
The site is divided by a water channel (required due to World Heritage Site Outstanding Universal Value)
- There is the historic Grade II listed Hydraulic Engine House on the site

Bramley-Moore Dock is an example, then, of how real-world constraints mean that additional area is required above a theoretically calculated minimum.

Given the likelihood of any given site to present a reasonable number of constraints that would drive additional site area beyond a theoretical minimum, it is not prudent to consider that the 6.0 or 6.9 hectares suggested by Scenarios 1 and 2 are realistic. The 7.2 hectares suggested by Scenario 3 begins to approach the level of constraint that is present in most potential sites.

Considering the relevant benchmarks and theoretical studies together, then, the minimum possible size for a potential site for a stadium of 52,888 seats is likely between 7.2-8.0 hectares, with the likely minimum to be about 8.0 hectares as per the Bramley-Moore Dock site.

2.0 Design Drivers for Stadium Site Size

A stadium can be conceptualised as a series of rings: a field of play is wrapped by a ring of seating, that is then wrapped by a ring of spectator accommodation. An external ring of public space to allow spectator circulation wraps the stadium footprint.

As the field of play is closely defined for Premier League stadia, the relative size of a football stadium footprint is the product of the varying size of the successive rings of seating and accommodation.

The minimum size that the seating and accommodation is largely set out by the *Guide to Safety in Sports Grounds 6th Edition* authored by the Sports Grounds Safety Authority, usually referred to as the Green Guide. It is the regulatory document against which licensing is granted and so holds a kind of statutory force although it is not an Approved Document of the Building Regulations.

Furthermore, certain requirements are imposed by sport bodies like the English Premier League (EPL) and the Union of European Football Associations (UEFA). These associations require certain facilities within the stadium that increase the size of the building and the site.

These include:

- Media seats, studios, and interview positions
- Broadcast facilities
- Match officials' areas
- Parking spaces
- Outdoor Broadcast Compound, for the use of satellite trucks to broadcast the live signal of the match

The requirements are set out in publicly available documents such as *EPL - Premier League Handbook 2019/2020* and *UEFA Stadium Infrastructure Regulations, 2018 Edition*.

2.1 The Green Guide

The Green Guide stipulates minimum space provisions for spectators, including:




- Minimum seat spacing
- Minimum row depths
- Minimum c-values (a measure of sightline quality that determines the size and shape of a seating bowl)
- Minimum area per person for concourse areas
- Minimum provision of toilets (refers to the relevant British Standard, BS 6465)
- Minimum flow rates for exit widths

These parameters largely define the minimum sizes for seating rows, stairs, concourses, toilets and other spectator facilities.

The proposed stadium at Bramley-Moore Dock follows these minimums closely. It results in a very efficient stadium of just 1.3 m² per spectator, which is low when benchmarked against similar sizes and scales of stadia.

The following table demonstrates how the proposed stadium meets the minimum requirements of Green Guide, and indeed features some agreed deviations from the minimums (where supported by British Standard and precedent) to suit the particularly constrained site.

It demonstrates how the proposed stadium at Bramley-Moore Dock represents an approximation of the minimum size required for a stadium of 52,888 seats.

			
	GREEN GUIDE 6TH EDITION	BRITISH STANDARDS BS EN13200 -1:2019	THE PEOPLES PROJECT STADIUM
min. seat spacing - seated	500mm	450mm	460mm
min. row depth - seated	700mm	700mm	750mm
min. row depth standing	350mm	350mm	350mm
min sightline	C=90mm	C=90mm	C=90mm
radial gangways - min. going	280mm	250mm	250mm
radial gangways - max riser	190mm	200mm	175mm
max seats per row	28	40	typical 28 (absolute max 39)
max steepness - seated	35°	35°	35°

Comparison of SGSA guidance and British Standards to the proposed stadium metrics

2.2 Parking Requirements

The amount of parking required for a scheme is the sum of the minimum requirements set out by regulations and guidance, and the provision required for spectator parking on the site, which itself is dependent on the transport strategy of the scheme. A site with good access to public transportation might require less parking than a site where most spectators arrive by car.

Regardless of the transport strategy, which might differ from site to site, the absolute minimums for a Premier League stadium are defined by the Premier League and UEFA. The relevant guidance is quoted below:

Premier League handbook 19-20 p.155 Rule K13:

In order to safeguard the Players, Directors and Officials of each Club and Match Officials upon their arrival at and departure from a League Match, each Home Club shall procure that:

K. 13.1. the Visiting Club's team coach is able to park adjacent to the Players' entrance; ...

K. 13.3. a parking area is provided for Officials of the Visiting Club and Match Officials close to their respective points of entry to the Stadium.

Premier League handbook 19-20 p.155 Rule K78:

Subject to Rules K.43 and Rule K.78A, each Club shall make available to the League a minimum of 20 car park spaces as close to the Outside Broadcast Compound as reasonably practicable for each League Match played at its Stadium for the use by TV Broadcasters.

UEFA Stadium Infrastructure Regulations (2018), article 15.01:

Parking space for a minimum of two buses and ten cars must be available for the teams and officials in a safe and secure area in the immediate vicinity of the players' and officials' entrance. If such parking is not located in the immediate vicinity of players' and officials' entrance, a safe and secure drop-off area must be organised.

UEFA Stadium Infrastructure Regulations (2018), article 26.01:

Stadiums must have the following minimum number of parking spaces available in a safe and secure area for VIPs, other guests and staff Category 4: 150.

The proposed scheme at Bramley-Moore Dock observes these minimums only, with a significant amount of the available car park spaces turned over to meet the requirements set out above. The remaining car park spaces provided are intended primarily for the use of disabled spectators.

2.3 Outdoor Broadcast Compound Requirements

Of particular significance are the requirements around broadcasting, as TV rights are a significant commercial consideration for clubs in the Premier League. A key space that allows match broadcasts is the Outdoor Broadcast (OB) compound. Required by EPL, UEFA and FIFA (for international matches), it is a large element in any stadium's site plan. The relevant guidance is quoted below:

Premier League handbook 19-20 p.155 Rule K79:

Subject to Rule K.79A, at each League Match, the Home Club shall provide a secure, level area (with a hard surface suitable for the parking of TV Broadcasters' vehicles) outside and adjacent to the Stadium of at least 1500m² for the exclusive use of the League's and TV Broadcasters' vehicles.

UEFA Champions League Regulations 19-20 p.71 Rule 78.13:

A parking area of at least 1,000m² of useable space must be provided for play-offs and group matches and of at least 2,300m² of useable space for the round of 16 matches and quarterfinals. For the semi-finals, 2,800m² of usable space is required, 500m² of which (OB van area extension) can be in a separate location

to the 2,300m² (OB van area) if 2,800m² cannot be secured in one location. Some matches with high media interest might require more space than the amounts set out above. Clubs shall provide full support to meet these needs, taking into account the useable space available. The parking area should be on the same side as the main cameras and must be made secure from the public. The surface and the layout of such space must also be suitable for parking any OB vehicles.

FIFA Technical Recommendations and requirements 5th Edition Section 8.8:

In consultation with qualified TV personnel, an area should be designated for outside broadcast (OB) vans. this should offer ample parking space for the trucks used by TV companies to undertake their outside broadcasts. For a major final, this could require between 4,000m² and 6,000m² of space. It should be adjacent to the stadium to avoid cabling problems.

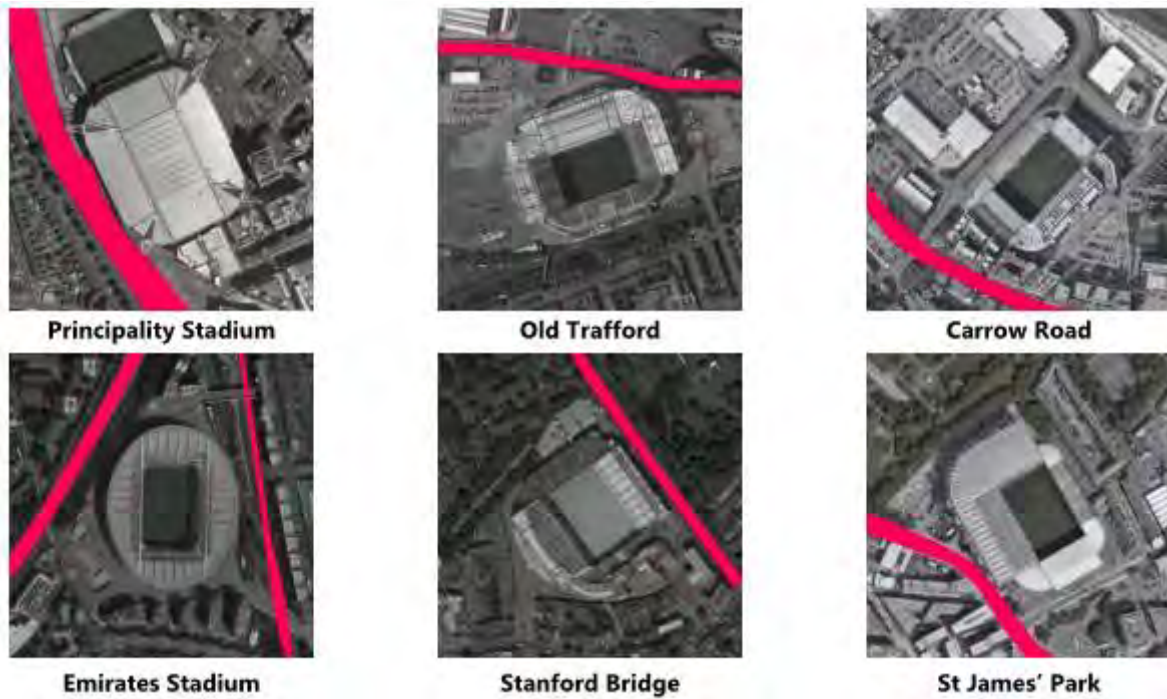
The OB compound in Bramley-Moore Dock scheme is approximately 2,300 m² with the option to extend further into the parking area if necessary. This is the minimum recommended stadium size for a club of the size and competitive level as Everton FC, as this allows the stadium to comfortably host Premier League and UEFA matches up to quarter finals stage. As per the UEFA regulations, the 500 m² for UEFA finals could be in another location, though the current scheme allows for a reduction in parking to permit a larger OB Compound.

Therefore, in the theoretical studies discussed below, 2,300 m² has been provided on the assumption that a hypothetical scheme could use the same strategy, however in reality, actual site constraints might not permit it.

2.4 Spectator Circulation

If one were to consider an ideal scenario in order to minimise the area / zone in the public realm surrounding a stadium required to accommodate crowd movement, certain assumptions would be made. Turnstiles would be equally distributed around the perimeter of the building with sufficiently wide, operationally suitable and equally distributed streets around. This ideal scenario would result in a crowd displaying an equally distributed directional split, assuming the location of key transport and other final destinations are ignored. However, that scenario is purely hypothetical.

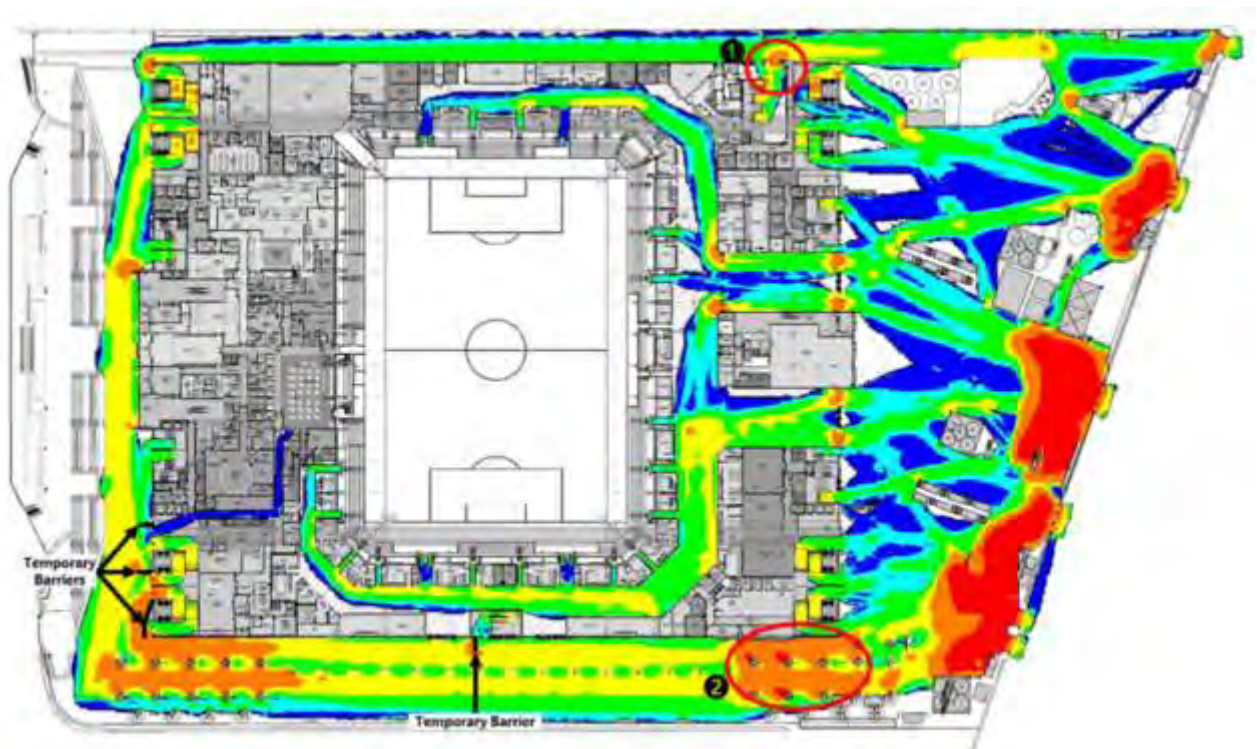
In fact, stadiums will typically have two or more focal destinations for the crowd, such as a train station, the city centre, a car park, a metro station etc. There often are constraints on a site, such as a river (for example, in the cases of Principality Stadium, Old Trafford or Carrow Road), a railway line (Emirates stadium, Stanford Bridge), a road (St James' Park) or other barriers to crowd flow.



Examples of constraints at stadium sites.

The proposed scheme at Bramley-Moore Dock is an illustrative example because it is constrained on three sides and allows access only on one side. Once through the gates on the Regent Road wall to the east of the site, they may go in one of three directions. These conditions require a large area of public realm in the design, in particular the Fan Plaza to the east of the stadium, to allow for adequate people flow.

In order to ensure a safe and comfortable experience for all spectators during normal egress procedures, a Legion crowd flow simulation model has been developed to validate the submitted design. The results can be seen in the figure below:



Cumulative Mean Density of Crowd Flow produced by Legion Modelling Software

The Fan Plaza is highly utilised when spectators exit the stadium. Indeed, some areas of the plaza are shown to exceed the level of service (density of people) that is usually acceptable. This is due to plaza activities not being considered in the modelling and the necessity to restrict the flow of spectators out of the plaza to protect the operation of Regent Road. In this way, the large Fan Plaza area acts as a reservoir to regulate the flow of spectators onto the Regent Road wall.

Hypothetically, if there were a more distributed street network (to the north and south) the design would have to incorporate similar net area to these locations to facilitate the organisation and orientation of the crowd in these zones. This is explored in the studies in section 4.0 Theoretical Minimums.

3.0 Benchmarking

The following benchmark data were prepared by CBRE in a study dated 24/07/2020 appended to this report.

CBRE's study considers several UK stadiums that were completed within the last 25 years. These are considered as they would have been built to reasonably contemporary Green Guide regulations.

However, just the stadiums with a capacity of 45,000 seats or more are considered relevant benchmarks for Everton FC, as these stadiums are a "step-change" in size and scale from stadiums that are between 30,000 and 40,000 seats.

Tottenham Hotspur Stadium and Emirates Stadium are especially relevant, as those sites are similarly constrained and located within built-up areas. Both are interesting examples because the overall site for the stadium development was larger but reduced by the inclusion of other uses such as a supermarket or residential development. The resulting sizes are therefore designed minimum site areas, rather than imposed ones.

<i>Stadium Name</i>	<i>Club</i>	<i>Capacity</i>	<i>Year Built</i>	<i>Size (ha.)</i>
Tottenham Hotspur Stadium	Tottenham Hotspur F.C.	62,303	2019	7.00
Emirates Stadium	Arsenal F.C.	60,260	2006	7.35
London Stadium	West Ham United F.C.	80,000	2012	9.93
Etihad Stadium	Manchester City F.C.	55,097	2002	8.04
Stadium of Light	Sunderland A.F.C.	49,000	1997	7.96
Average				8.01

UK Stadiums over 45,000 seat capacity built in the last 25 years

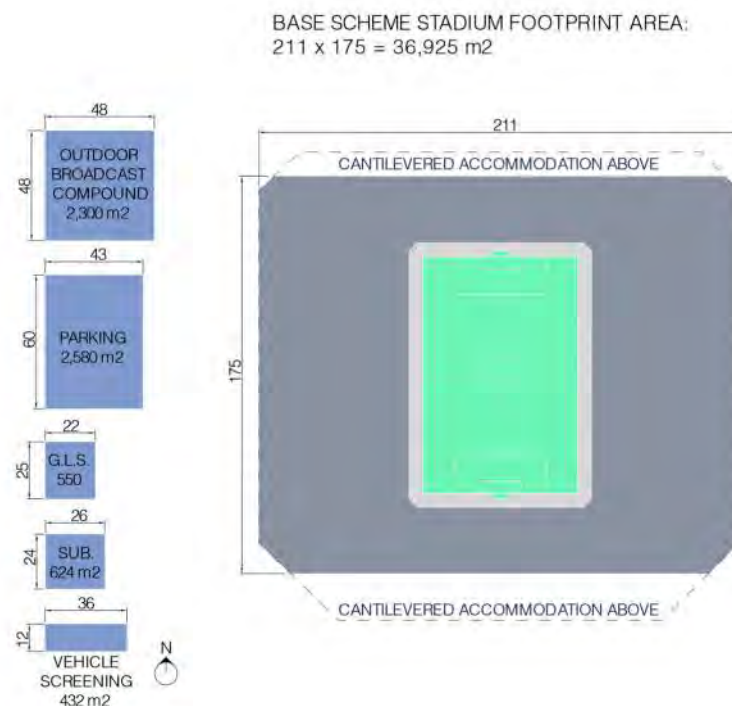
4.0 Theoretical Minimums

Three hypothetical sites are drawn using the same abstracted size and shape based on an abstracted form of the currently proposed Everton stadium at BMD, as this is representative of the minimum viable size for a 52,888 stadium (given part departure from published standards).

Typically, external circulation spaces wrap around the full extent of the stadium accommodation. However, the constraints at Bramley-Moore Dock have driven the design to adopt significant cantilevered portions that allow spectator concourses to sail over external circulation space. This is spatially efficient because it allows the same ground area to function as both accommodation and external circulation, but it is an atypical design feature for stadia because of the cost and construction complexity. For the purposes of this study, the abstracted design assumes a similar cantilevered design portion in order to test the minimum possible areas as on another site, it would be possible to achieve a similar cantilevered design.

4.1 Base Scheme

The minimum base scheme tested includes the following elements.

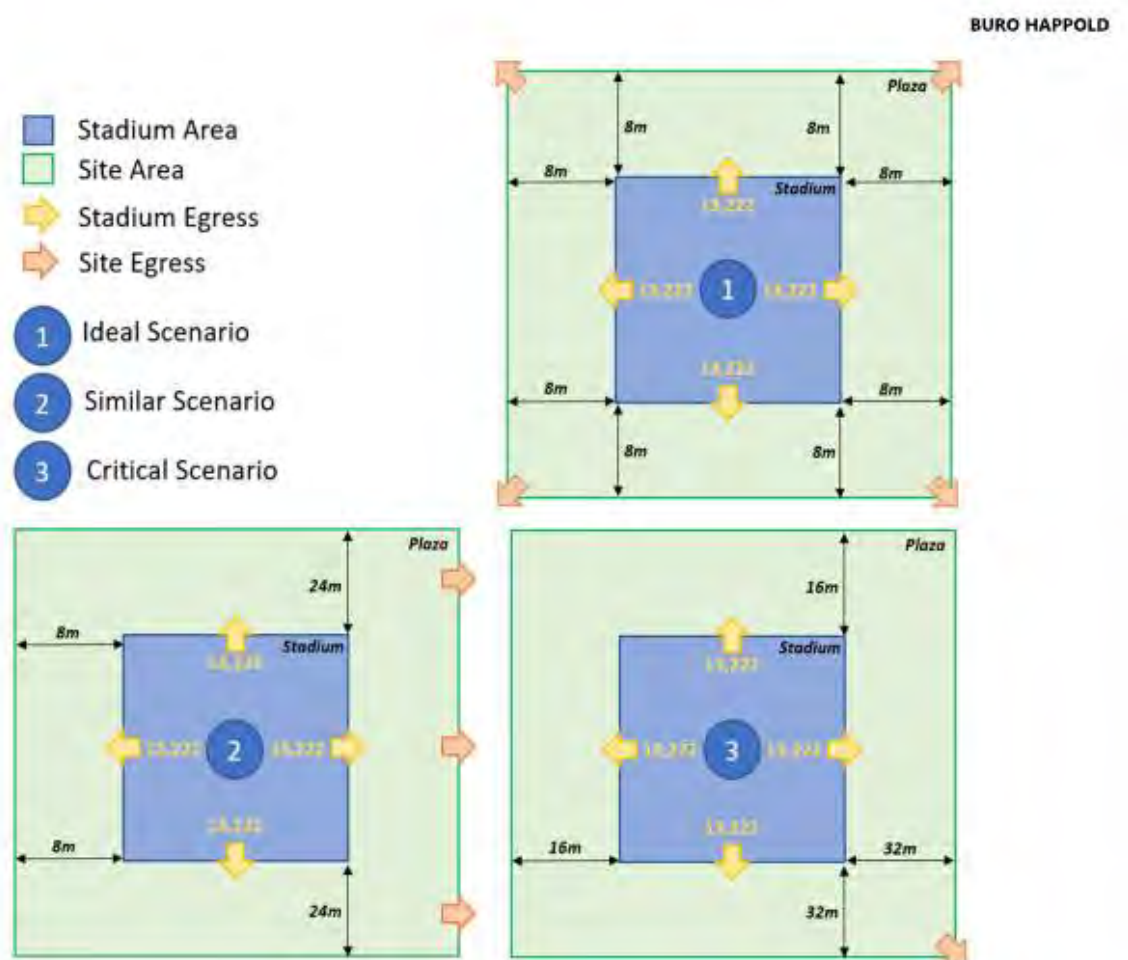


4.2 Test Scenarios

BuroHappold Engineering (BHE) Crowd Flow considered the following three scenarios to provide an indication of the minimum widths required for circulation around a 52,888-person stadium. BHE Crowd Flow made the following assumptions in that assessment:

- Spectators, turnstiles and exit doors are distributed evenly around the stadium.
- The greatest flow experienced is during a peak egress scenario.
- Spectators egress via their closest stadium exit and take the most efficient route to leave the site
- Spectators do not consider their ultimate destination
- Spectators do not stop or queue for other activities within the site
- The operation, width and distribution of surrounding streets provide adequate capacity

On the above basis, the required widths provided for each of the following scenarios are based on achieving a 10-minute egress time according to flow rates given within the Green Guide (82 persons/minute/metre). These clear widths are identified in the following diagrams.



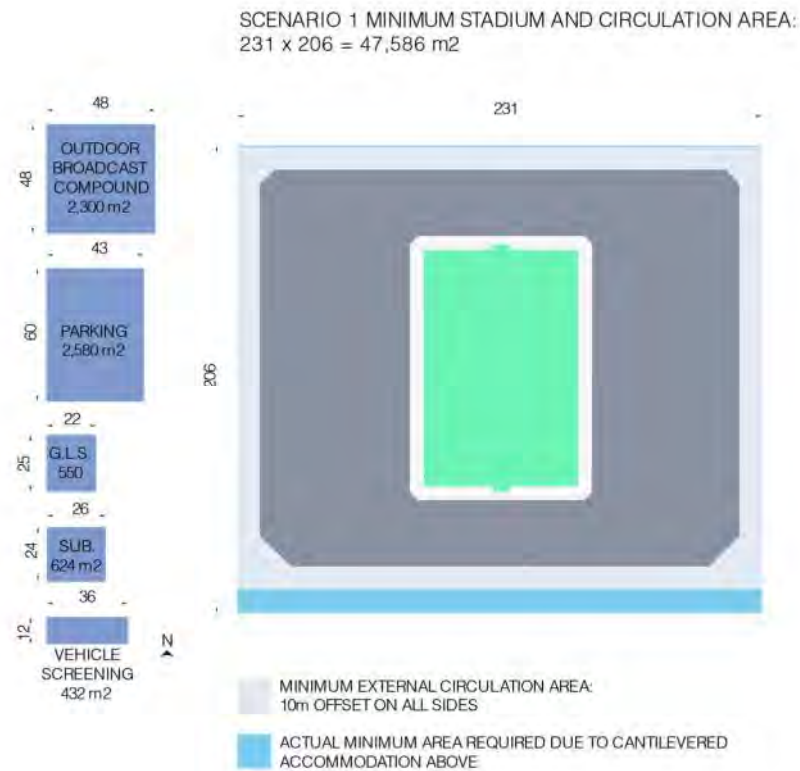
As seen in the figures above, for a 52,888-seat stadium, clear traversable widths of between 8m and 32m should be maintained, dependant on the assumptions listed above and the orientation of the site egress points.

In using the recommended clear widths for each scenario, Pattern added 2m to all dimensions to account for likely obstructions to clear width, such as railings, bollards and signage. The

resulting drawn scenarios therefore depict hypothetical sites with different levels on constraint in terms of site access.

4.3 Scenario 1

Scenario 1 represents the least constrained site, with spectators able to freely leave through any quadrant of the site.

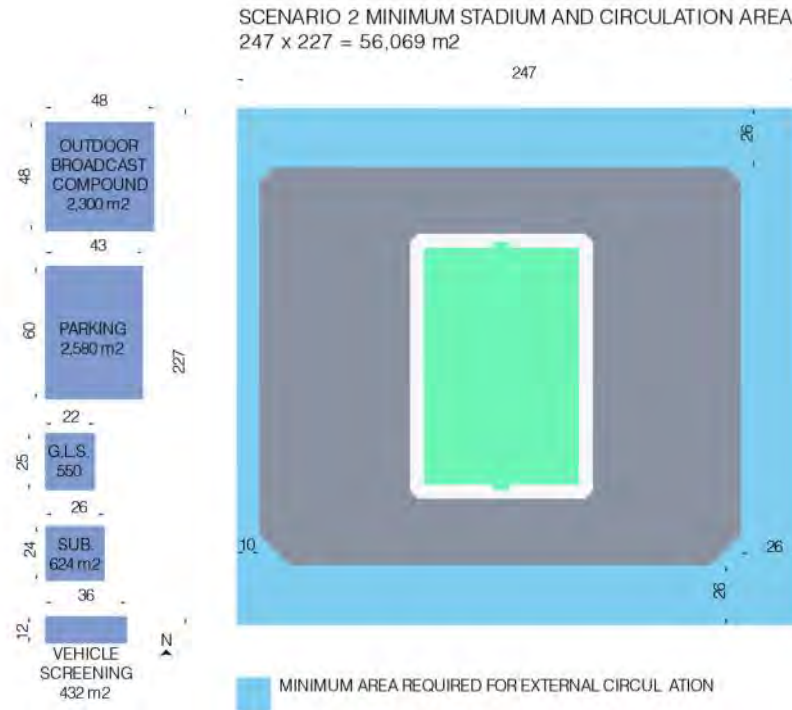


In this Scenario, all spectators egress from the stadium equally on all sides and proceed evenly to exits in the corners of the site. In this idealised condition, little external circulation space is required around the stadium, and it is the size of the stadium cantilever itself that determines the overall amount of space required on the site.

This Scenario requires a minimum dimension in the north-south direction of 206m and in the east-west of 231m.

4.4 Scenario 2

Scenario 2 represents a site where all access is available from one side of the site and is similar to (but still less constrained than) the Bramley-Moore Dock.

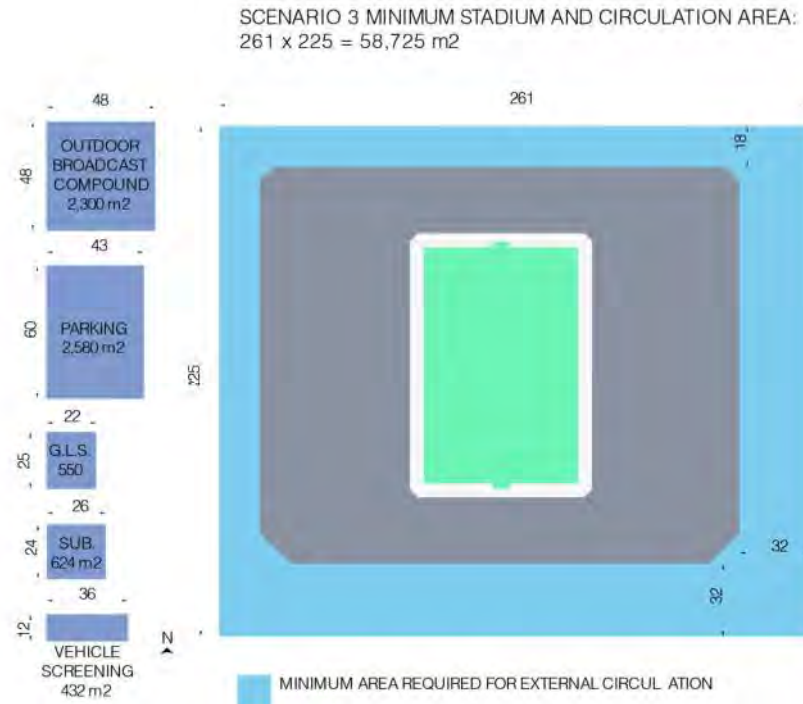


In this Scenario, all spectators egress from the stadium equally on all sides and proceed evenly to exits on the east side of the stadium only. In this idealised condition, little external circulation space is required on the west side, but significantly more is required around the north, south, and east sides of the stadium. The circulation area exceeds that of the stadium cantilever and so it is the crowd movement that determines the overall amount of space required on the site.

This Scenario requires a minimum dimension in the north-south direction of 227m and in the east-west of 247m.

4.5 Scenario 3

Scenario 3 represents the most constrained site, where all access is available from only one corner of the site.



In this Scenario, all spectators egress from the stadium equally on all sides and proceed evenly to an exit in the south-east corner only. In this idealised condition, a reasonable amount of external circulation space is required on the west and north sides, but significantly more is required along the south and east sides of the stadium. The circulation area exceeds that of the stadium cantilever and so it is the crowd movement that determines the overall amount of space required on the site.

This Scenario requires a minimum dimension in the north-south direction of 225m and in the east-west of 261m.

4.6 Summary

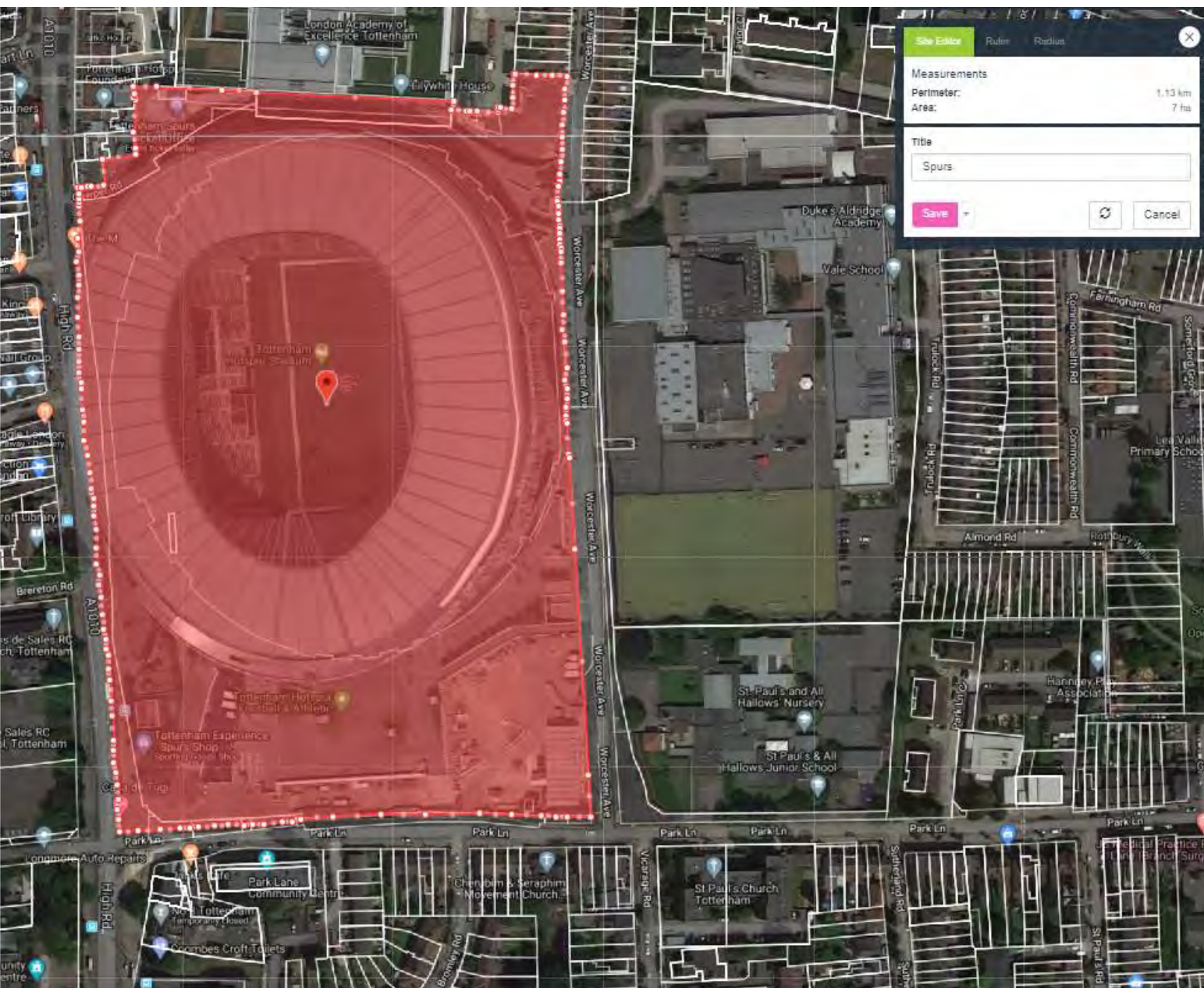
The results of the theoretical minimums study are listed in the table below.

<i>Item</i>	<i>Notes</i>	<i>Sc. 1</i>	<i>Sc. 2</i>	<i>Sc. 3</i>
Outdoor broadcast compound	Minimum size required as per UEFA guidelines.	2,450	2,450	2,450
Parking	Minimum viable parking for stadium.	2,580	2,580	2,580
Grow light storage (aka G.L.S.)	Area required on-site to store grow lights during match days (as majority of time on pitch in use).	550	550	550
DNO electrical substation (aka sub.)	Liverpool Building Control requires the substation to be outside the building.	624	624	624
Vehicle screening area	A vehicle screening area is required to check vehicles entering the site.	432	432	432
Stadium & external circulation	Varies depending on the scenario.	47,586	56,069	58,725
Allowance for vehicle circulation, site furniture, light poles and other obstructions (10%)	An allowance calculated on the above items to account for the area required for the movement of vehicles and to account for structural columns, signage, lighting, landscaping, site furniture, site obstructions, and the like.	5,422	6,271	6,536
Total (m2)		59,644	68,976	71,897
TOTAL (ha.)		6.0	6.9	7.2

5.0 Appendix: Benchmarking Study

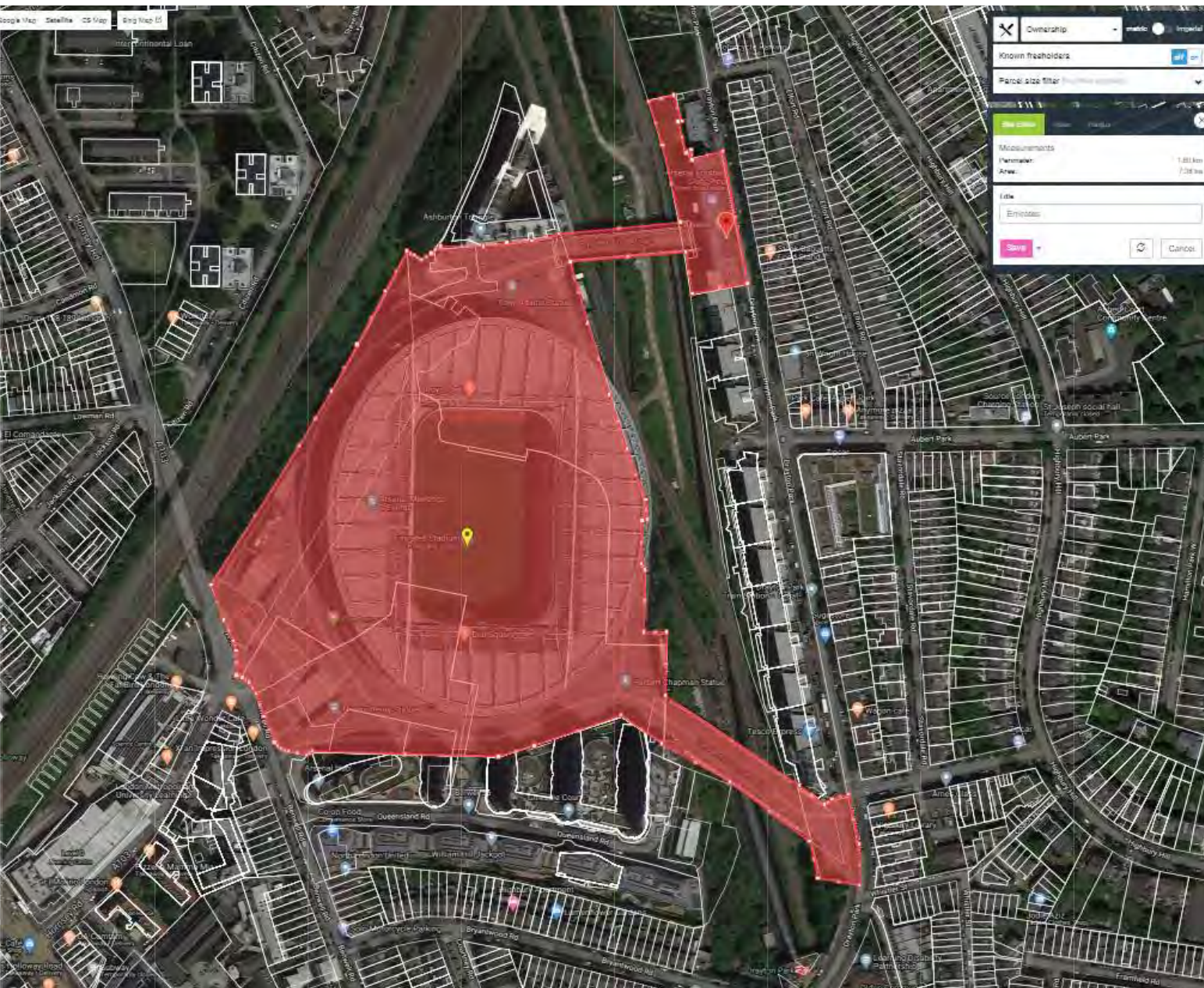
Summary Slide

Stadium Name	Club	Capacity	Year Built	Size (ha.)
Tottenham Hotspur Stadium	Tottenham Hotspur F.C.	62,303	2019	7.00
Emirates Stadium	Arsenal F.C.	60,260	2006	7.35
London Stadium	West Ham United F.C.	80,000	2012	9.93
Etihad Stadium	Manchester City F.C.	55,097	2002	8.04
Stadium of Light	Sunderland A.F.C.	49,000	1997	7.96
Last 25 Years 45,000+ Average				8.01
The Amex Stadium	Brighton & Hove Albion F.C.	30,666	2008	9.02
St. Mary’s Stadium	Southampton F.C.	32,505	2001	5.37
King Power Stadium	Leicester City F.C.	32,312	2002	5.88
Stadium MK	MK Dons F.C.	30,500	2007	11.59
Madejski Stadium	Reading F.C.	24,161	1998	6.74
KCOM Stadium	Hull City F.C.	25,586	2002	7.05
Pride Park	Derby County F.C.	33,597	1997	5.31
Ricoh Arena	Coventry City F.C.	32,609	2005	8.8
Relevant Stadiums Average				7.47
Total Average				7.75



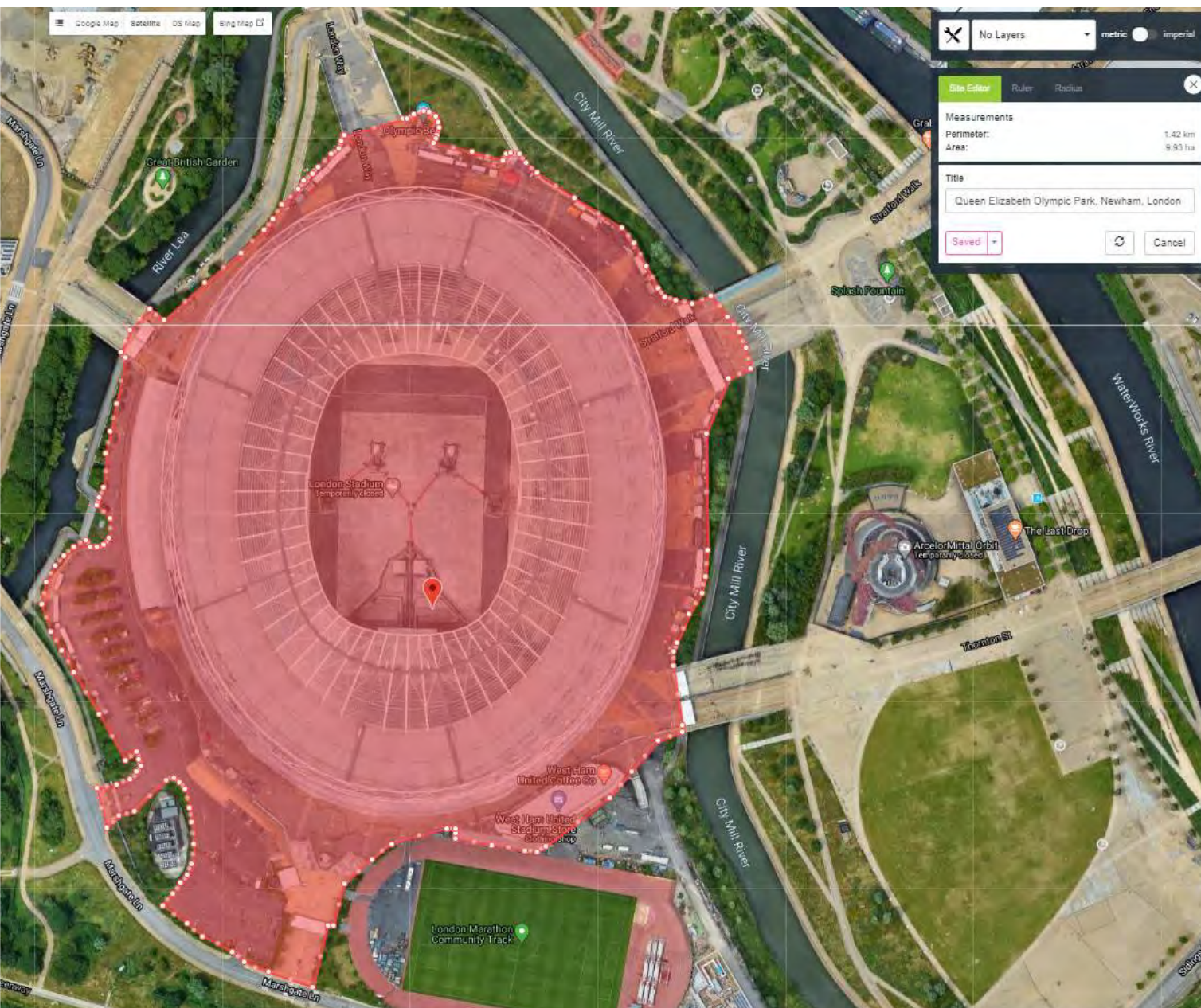
Tottenham Hotspur Stadium

Category	Detail
Football Club	Tottenham Hotspur F.C.
Year Opened	2019
Size	7 ha
Capacity	62,303
Car Parking Spaces Available?	NB – Spurs stadium includes Basement Parking for Executive members which reduces the stadium footprint.



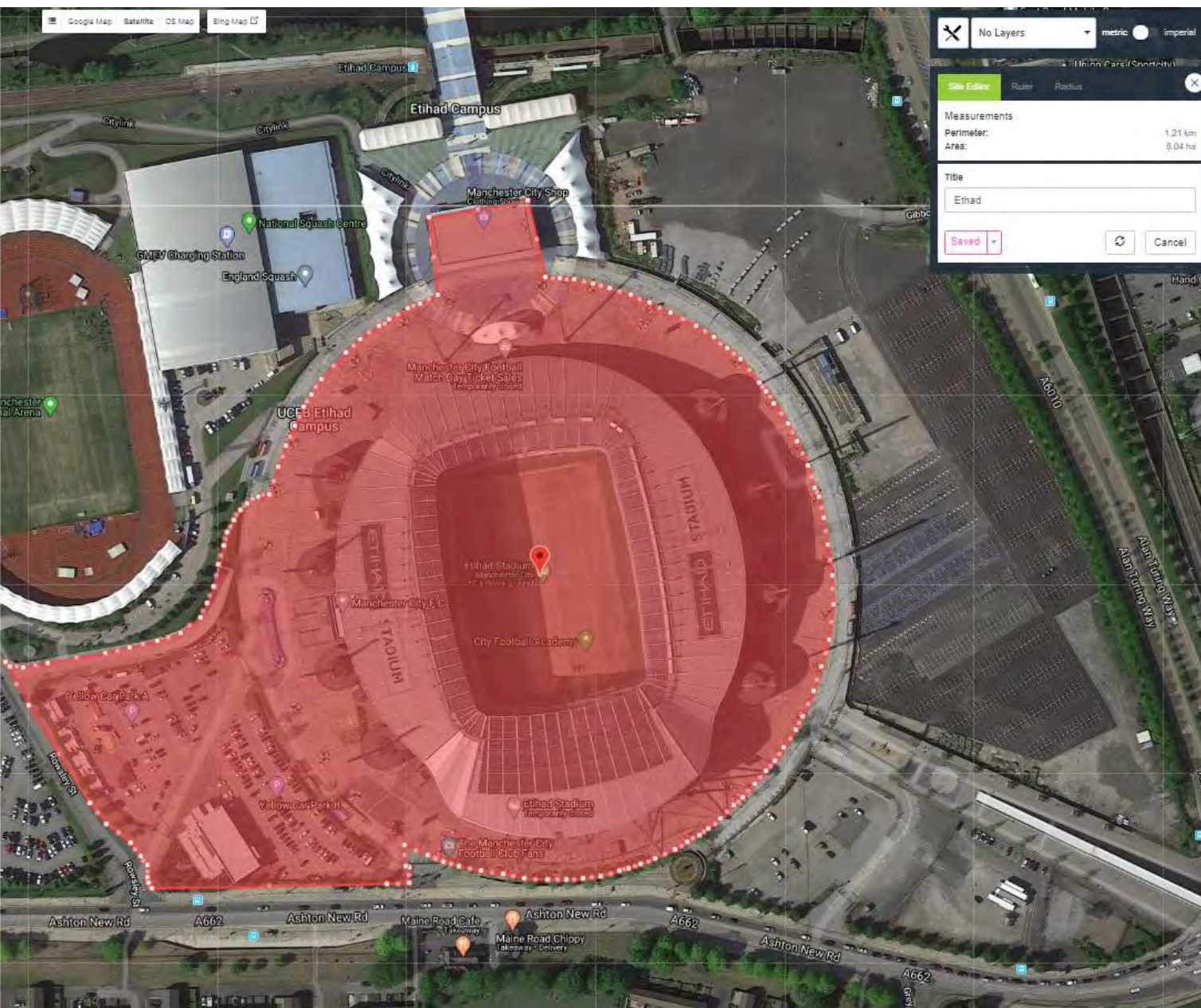
Emirates Stadium

Category	Detail
Football Club	Arsenal F.C.
Year Opened	2006
Size	7.35 ha
Capacity	60,260
Car Parking Spaces Available?	Available for Diamond Club Members - Executive Box Holders.



London Stadium

Category	Detail
Football Club	West Ham United F.C.
Year Built	2012
Size	9.93 ha
Capacity	80,000
Car Parking Spaces Available?	Yes



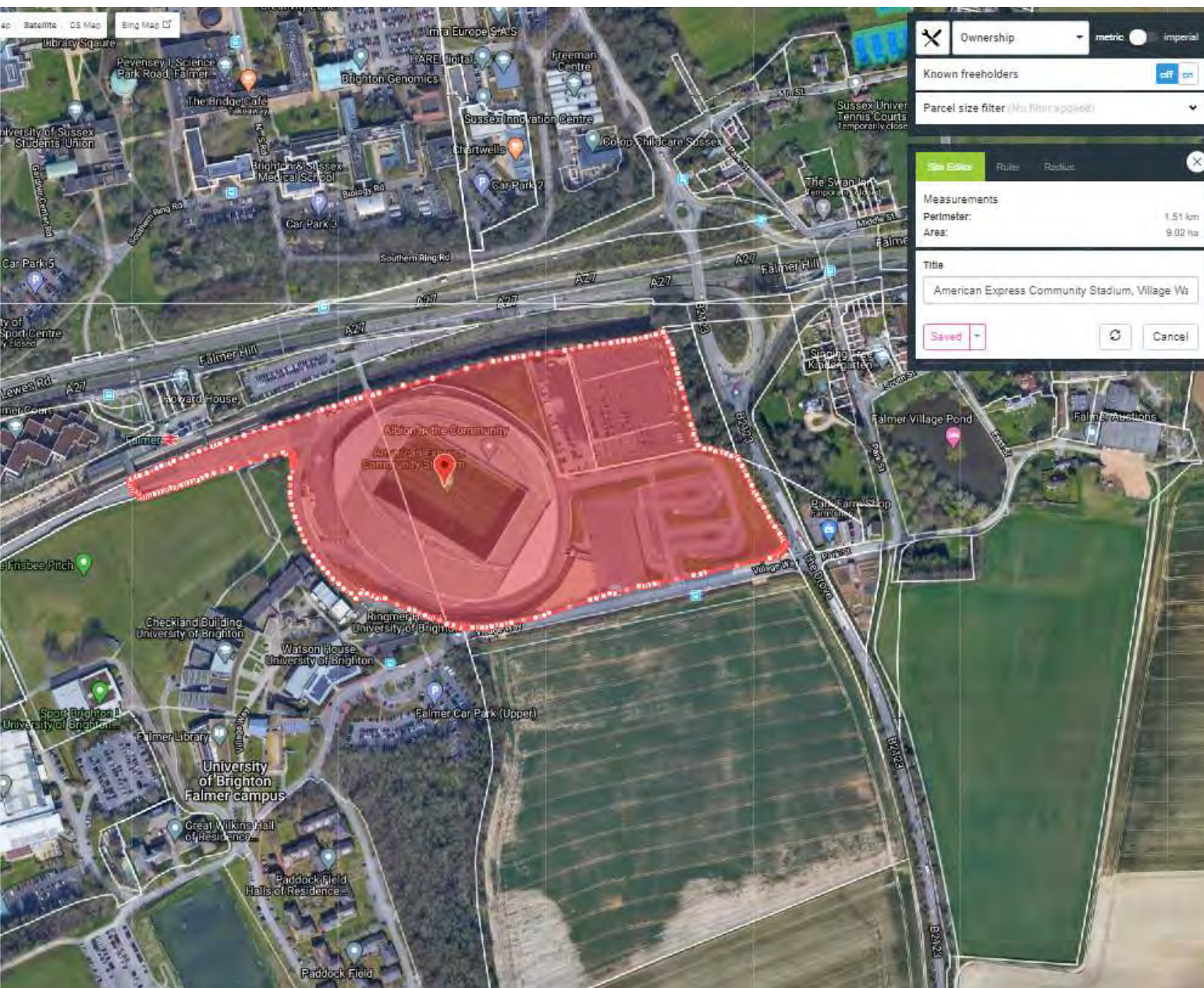
Etihad Stadium

Category	Detail
Football Club	Manchester City F.C.
Year Open	2002
Size	8.04 ha
Capacity	55,097
Car Parking Spaces Available?	Yes



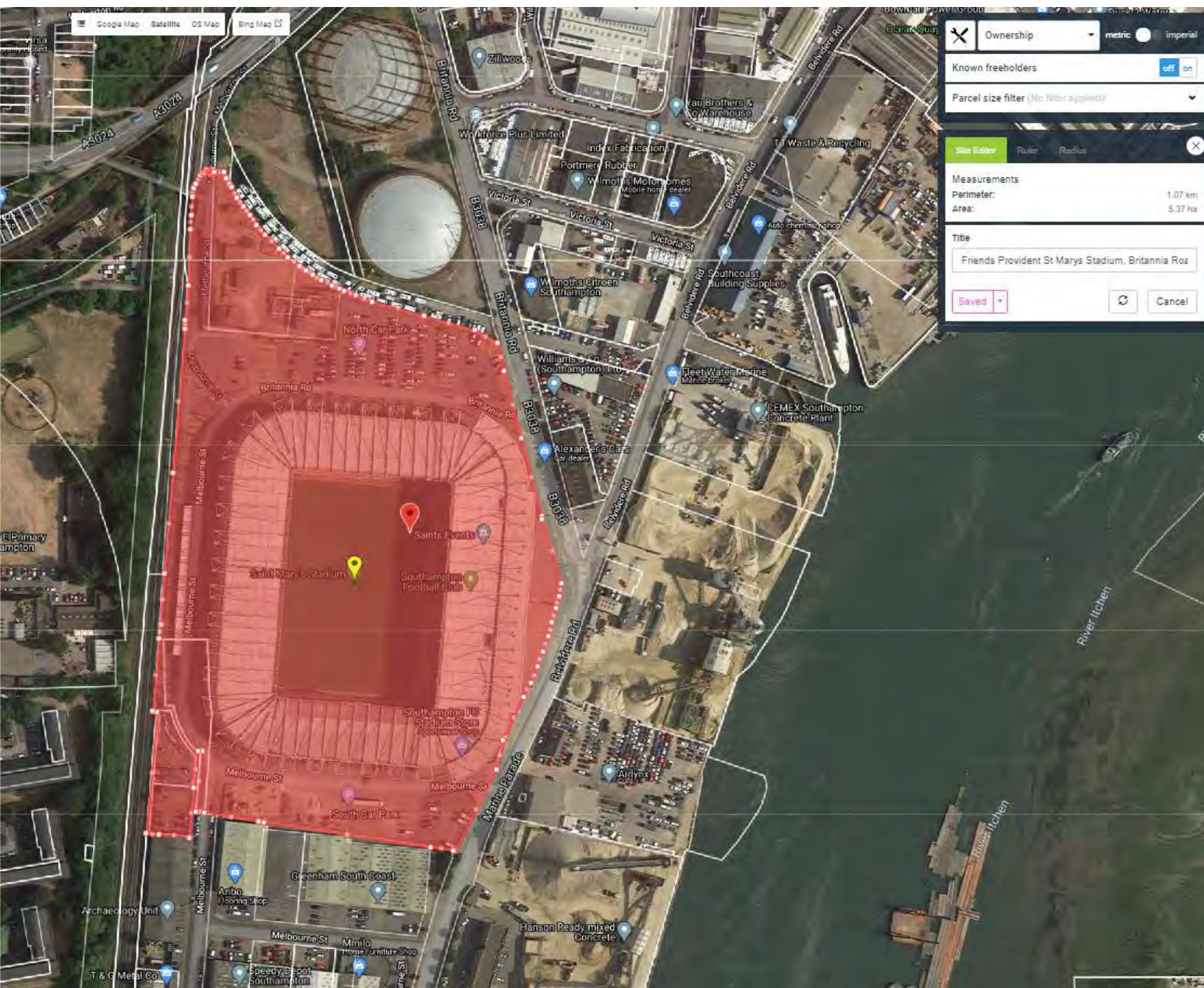
Stadium of Light

Category	Detail
Football Club	Sunderland A.F.C.
Year Opened	1997
Size	7.96 ha
Capacity	49,000
Car Parking Spaces Available?	Yes



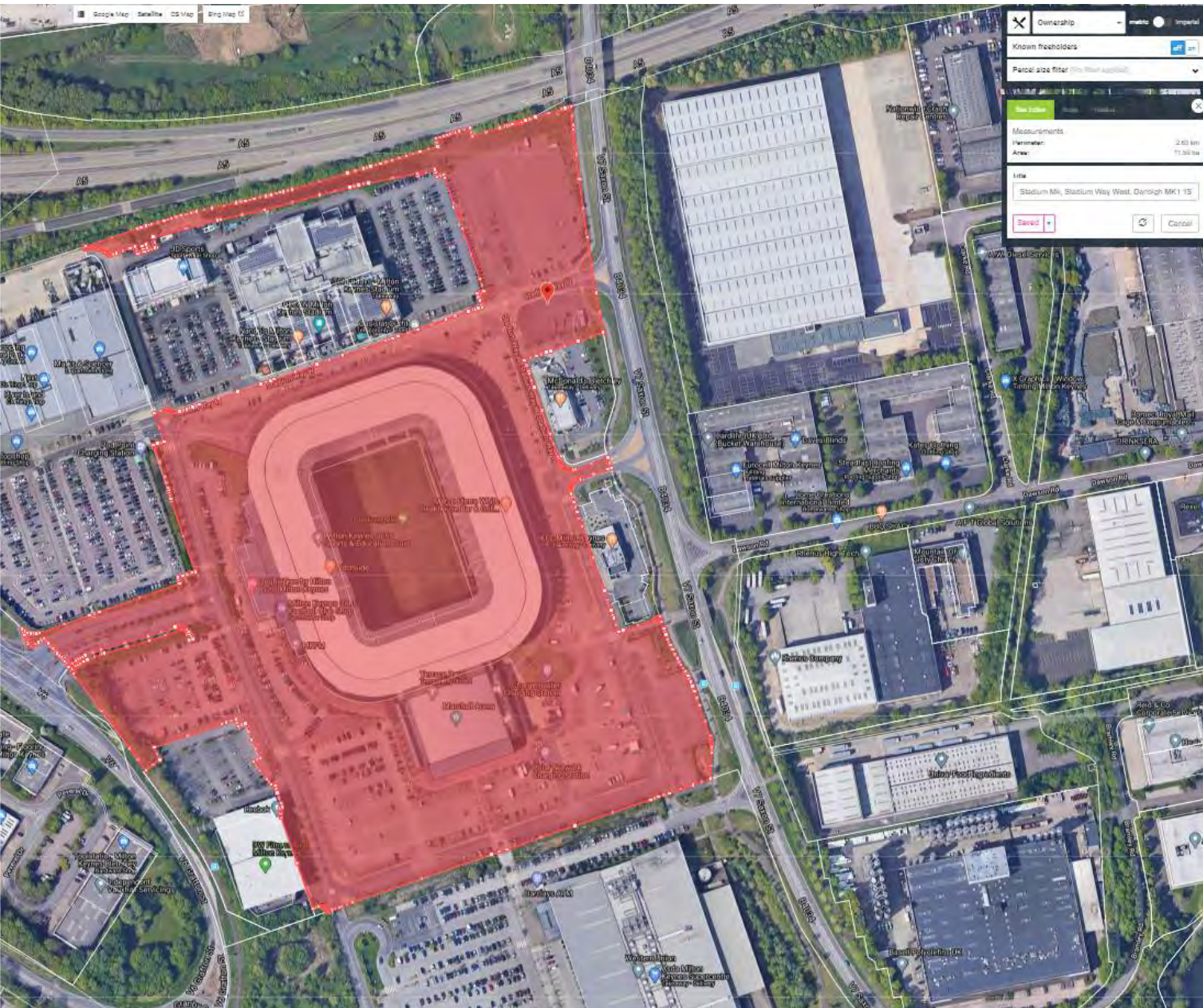
The Amex Stadium

Category	Detail
Football Club	Bright and Hove Albion F.C.
Year Opened	2008
Size	9.02 ha
Capacity	30,666
Car Parking Spaces Available?	Yes



St. Mary's Stadium

Category	Detail
Football Club	Southampton F.C.
Year Opened	August 2001
Size	5.37 ha
Capacity	32,505
Car Parking Spaces Available?	Yes



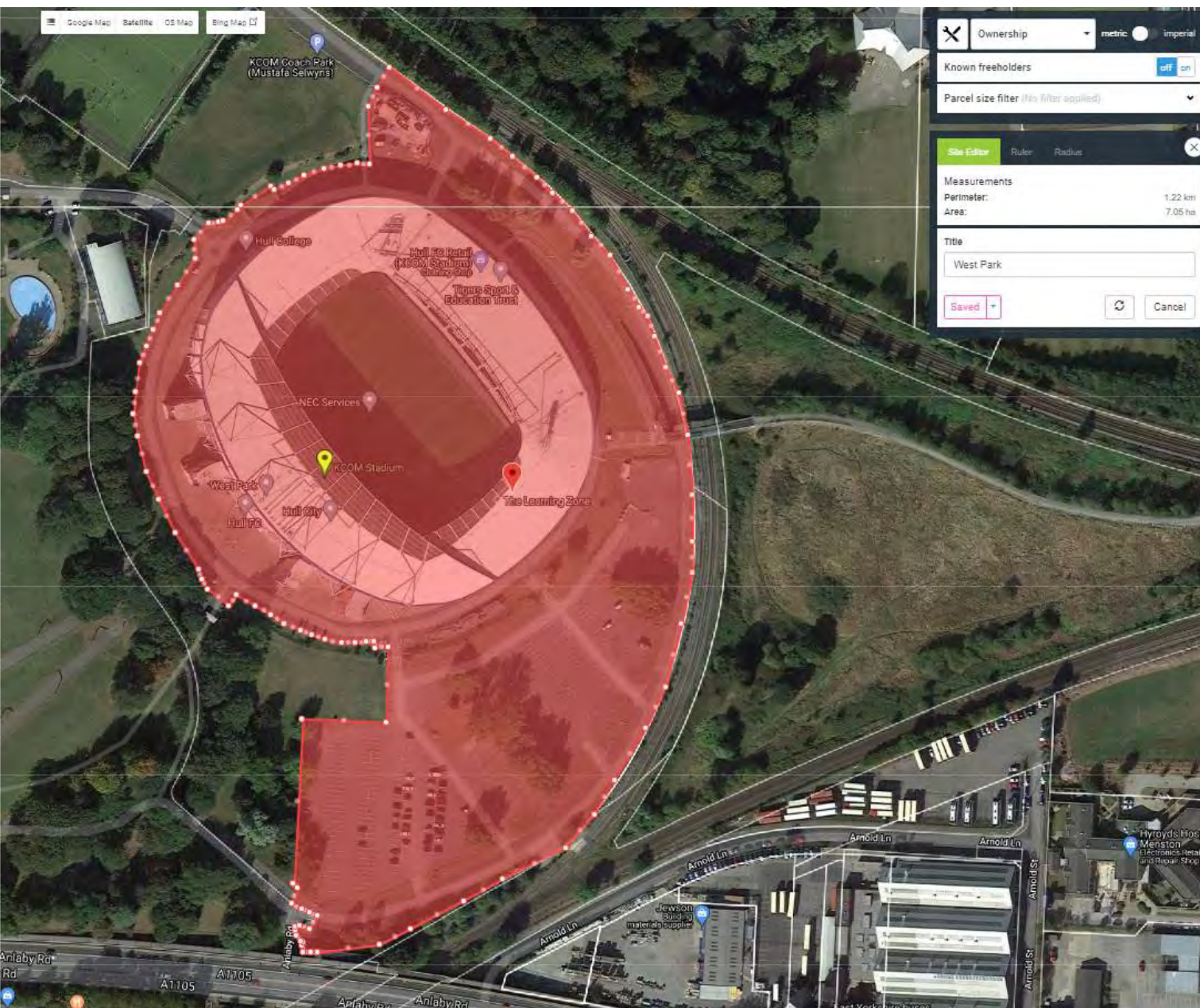
Stadium MK

Category	Detail
Football Club	MK Dons F.C.
Year Built	2007
Size	11.59 ha
Capacity	30,500
Car Parking Spaces Available?	Yes



Madejski Stadium

Category	Detail
Football Club	Reading F.C.
Year Built	1998
Size	6.74
Capacity	24,161 (have planning consent to extend to 36,900 didn't pursue due to relegation)
Car Parking Spaces Available?	Yes



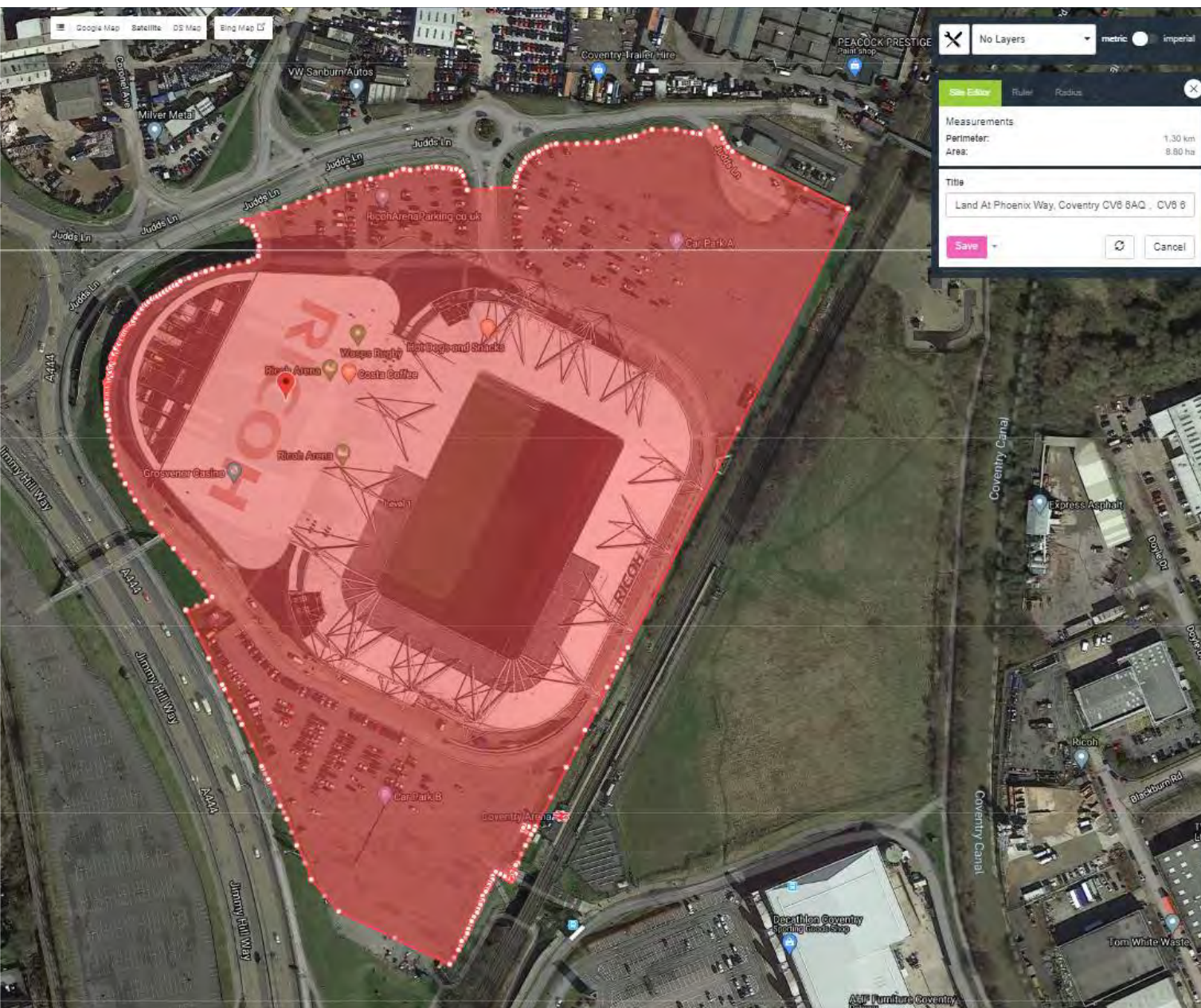
KCOM Stadium

Category	Detail
Football Club	Hull City A.F.C.
Year Built	2002
Size	7.05 ha
Capacity	25,586
Car Parking Spaces Available?	Yes



Pride Park Stadium

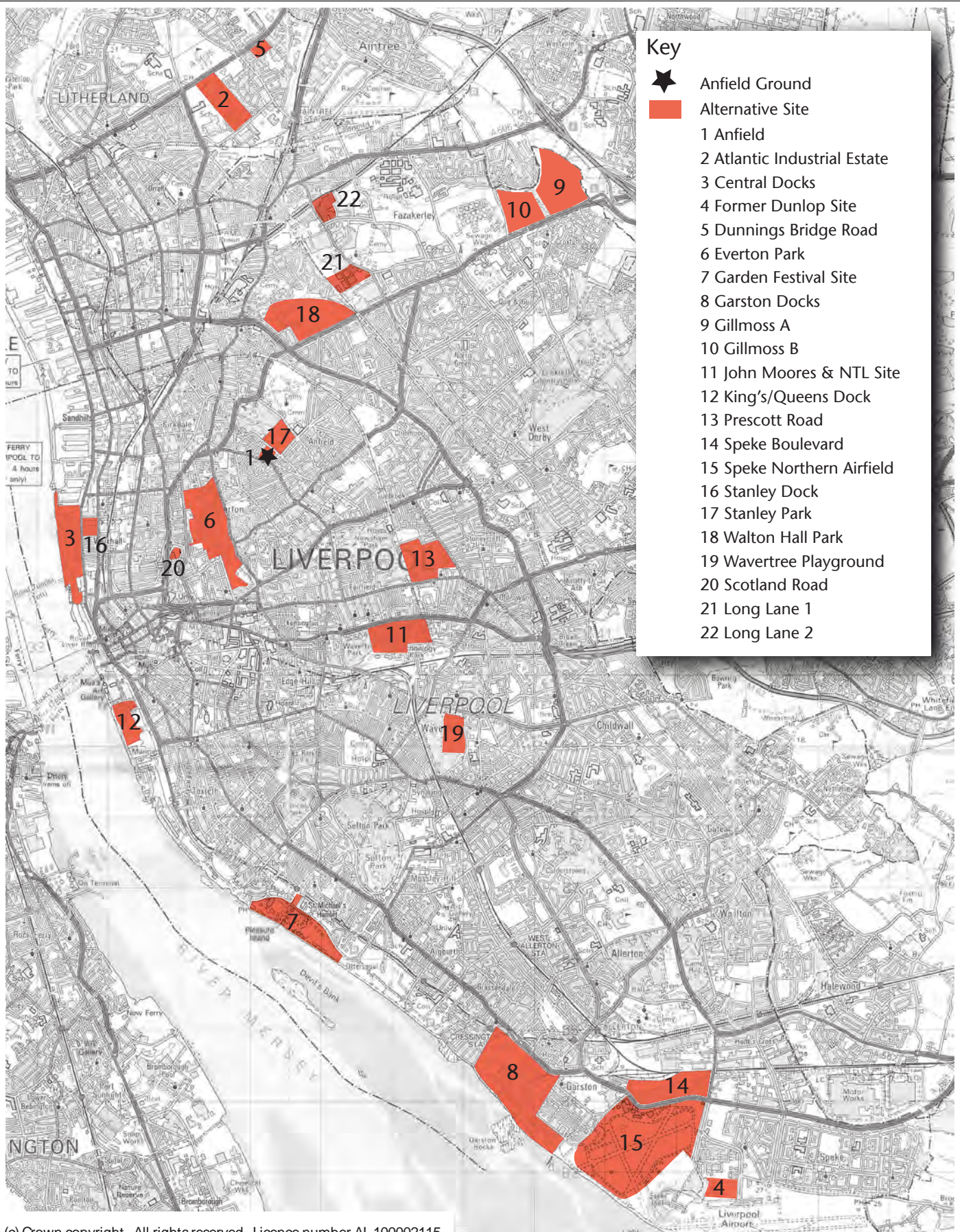
Category	Detail
Football Club	Derby County F.C.
Year Built	1997
Size	5.31 ha
Capacity	33,597
Car Parking Spaces Available?	Yes



Ricoh Arena

Category	Detail
Football Club	Coventry City F.C.
Year Built	2005
Size	8.8 ha
Capacity	32,609
Car Parking Spaces Available?	Yes

Appendix 9: LFC 2007 ASA



Client: Liverpool Football Club
Project: New Stadium, Alternative Sites Assessment
Title: Key Plan
Reference: LIVM1011
Date: July 2007
Scale: NTS

TURLEYASSOCIATES

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