

## 3 SITE DESCRIPTION & DEVELOPMENT PROPOSALS

### 3.1 INTRODUCTION

This chapter describes the application site location, existing land uses and features. It also provides an overview of the wider area to place it in the context of its surrounding environment. Greater detail on the existing environment is provided in the baseline conditions sections contained within the technical chapters of this volume of the ES and the appendices in ES Volume III.

This chapter also describes the physical characteristics of the development, including the land use requirements during the construction and operational phases, to enable the likely significant effects of the proposed development to be identified.

### 3.2 SITE LOCATION

#### 3.2.1 Application Site Location & Surrounding Context

The application site covers an area of 3.4ha and comprises Goodison Park, Everton Football Club's current home stadium. It is located in the administrative area of Liverpool City Council (LCC), to the north of the city centre. It is centred on National Grid Reference (NGR) SJ 35897, 93976. The location of the application site is shown in Figure 3.1.

The site is bound by Goodison Road to the west, Spellow Lane to the south-west, Walton Lane to the south, Bullens Road to the east, Gwladys Street to the north and Goodison Place and the Church of St Luke the Evangelist to the north-west.

The area surrounding the site is characterised primarily by residential properties. The predominant house type is terraced housing, with adjoining terraces aligned horizontally (east-west). The majority of parking is on-street. An exception to this pattern is Leta Street, leading to Mere Green, both of which are located to the north of the application site and are flanked by more modern bungalows and semi-detached housing with some driveway provision.

Gwladys Street Primary and Nursey School is situated to the east of the site, on the opposite side of Bullens Road. Stanley Park, which includes areas of green space, a lake, and leisure facilities, is separated from the application site by Walton Lane to the south. Anfield Cemetery adjoins the park to the north-east. Both Stanley Park and Anfield Cemetery are Grade II\* Registered in the National Register of Historic Parks and Gardens. Other land uses in proximity to the application site include schools, places of worship, shops, bookmakers, public houses, hot food takeaways and hotels.

Anfield, the stadium that hosts Liverpool Football Club, is located beyond Stanley Park, approximately 750m to the south-east of the application site.

Community facilities in the surrounding area run by the Club's charity Everton in the Community (EiC) include the Blue Base, a function venue located 300m south-west of the application site, the People's Hub, a community centre located 120m to the west of the site, and Everton Free School and Sixth Form College, located 130m to the west of the site.

County Road District Centre is situated approximately 230m to the west of the site. This centre contains a number of retail units, salons, takeaways and financial & professional services.

Kirkdale station is the nearest railway station to the application site, located approximately 1km to the west. Kirkdale is located on the Northern Line and provides access to Ormskirk and Kirkby to the north-east and the city centre and the rest of the network to the south.

### 3.3 HISTORICAL USE OF THE SITE

The application site was under agricultural use in 1850. By 1890, much of the site remained open ground, except for the south western portion, where a line of terraced residential properties with gardens were present. At this time, residential areas surrounded much of the site and the roads bounding the site to the south and west were in a similar arrangement to the present day.

The football stadium was opened in 1892. 1908 maps indicate that the stadium was located in the centre of the site at that time, with terraced residential properties present in the north and south western parts of the site. At that time, St Luke's Church was also present adjacent to the site, as was a school, at the location of the present day Gwladys Street Community Primary and Nursery School.

Historic maps indicate that the residential properties in the northern part of the site were removed between 1928 and 1938, with the stadium stands subsequently extending into this area. The terraced properties in the south western part of the site were present as recently as 1988.

Historical mapping and further information on the historical uses of the application site are included in the Archaeological Desk-based Assessment, provided in Appendix 3.1, ES Volume III, and the Preliminary Environmental Risk Assessment, contained within Appendix 13.1, ES Volume III.

### 3.4 RECENT PLANNING HISTORY

In excess of 30 planning applications related to the application site have been approved since 2000. The applications have been made to facilitate changes to the site and stadium, in order to maintain the building and to ensure that the site continues to operate in accordance with guidance and regulations. Further information on the application site's recent planning history is provided in the Planning Statement that has been submitted alongside the planning application.

### 3.5 CURRENT SITE USE AND FEATURES

#### 3.5.1 Overview of the Current Site Use

Goodison Park has been the home of Everton Football Club since 1892 and is recognised as one of the first major football stadia built in England. The stadium has the capacity to seat up to 39,572 people.

Over time and to comply with modern safety standards, the ground has been progressively developed and modernised to comprise four enclosed, all seated stands with turnstile entrance, a central football pitch and a small

club shop (known as the Toffee Shop). The pitch occupies a north-south orientation and is surrounded by the four stands, which are named as follows:

- Goodison Road Stand or 'Main Stand' (west);
- Howard Kendall Gwladys Street End (north);
- Bullens Road Stand (east); and
- Park End Stand (south).

Together, the pitch, the stands and associated ancillary structures, such as turnstile entrances and ticket offices, cover much of the application site, with the exception of the southern portion of the site, which comprises hardstanding used primarily for surface car parking. This part of the site has approximately 300 car parking spaces. However, on a match day, the car park is predominantly used by Club staff and its capacity is reduced due to the presence of a match day fan zone. On a non-match day, it is used by both staff and visitors.

The predominant access to the site is from Goodison Road at the south-western corner of the site. This provides vehicle and pedestrian access to the stadium building and the car parking area. Pedestrians can also access the building from further north along Goodison Road, via the reception located between Neston Street and Eton Street. An additional pedestrian access point is located at the north-eastern corner of the site, at the corner of Gwladys Street and Bullens Road. This provides an entrance to the Toffee Shop.

On a match day, the application site can be accessed via a formal gated entrance from Walton Lane/Spellow Lane. The entrance is marked by a statue of Ralph 'Dixie' Dean. There are also a series of commemorative plaques dedicated to former fans on the site boundary walls either side of the entrance gates.

On a match day, visitors can access the stadium building itself via turnstiles and entrances on all sides of the stadium.

Goodison Park was granted a Certificate of Immunity from Listing following an application to Historic England in 2018. The Certificate of Immunity was granted on the 18 March 2019 and expires on the 17 March 2024.

#### 3.5.1.1 Non-Matchday Activities

The stadium building includes hospitality facilities in the Main Stand and Park End stand, which operate throughout the week. These are currently used internally by the Club for training and Everton in the Community (the Club's charity) events and are also made available for hire by other parties for various purposes, typically banqueting, events – such as weddings, meetings, and conferences.

Interactive stadium tours also take place on non-match days, at least five days a week. The stadium Box Office at the Park End stand is open throughout the week and on Saturdays. The club also operates offices and two receptions (one at the Park End and another on Goodison Road) throughout the working week.

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The majority of the stadium’s on-site non-match day employees comprise maintenance, hospitality and security staff, alongside Everton and Everton in the Community (EitC) operational staff. An approximate typical breakdown of non-match day staff that work within the stadium is provided in Table 3.1 below. It should be noted that the staffing levels can increase with the hosting of a major event in the hospitality facilities.

**Table 3.1**  
**Typical Breakdown of Non-Match Day Staff**

STAFF CATEGORY	NUMBER OF STAFF
Operational Staff	12
Maintenance & Ground Staff	10
Hospitality Staff	10
Security Staff	3
Total	35

Source: Everton Football Club

Typical car park occupancy during non-matchdays is 85 vehicles, which indicates that the car park is underutilised on non-matchdays.

### 3.5.1.2 Matchday Activities

#### Typical Frequency of Fixtures

On average, over the past five complete seasons, up to and including the 2018/2019 season, there have been a total of 24 first team fixtures per season played at Goodison Park between August and May. The variations in this figure depend on the participation and stage of progression in cup competitions, which, across the past five seasons, have included the FA Cup, the EFL Cup and the Europa League.

On average, two thirds of all fixtures are played on a weekend, while all weekday fixtures (excluding bank holidays) kick-off no earlier than 19:45. As is generally consistent with major English football stadia, the majority of fixtures occur on a Saturday with most of these matches kicking-off at 15:00. Sunday fixtures are more spread over the three-hour period between 13:30 and 16:30.

#### Matchday Staff

On match days, approximately 1,200 staff work at the site. It should be noted that match day staff are classed as people who are working at the stadium on match day, which includes people not directly employed by the Club, including media, police and ambulance. A breakdown of staff for a typical matchday is provided in Table 3.2 below.

**Table 3.2**  
**Typical Breakdown of Matchday Staff**

STAFF CATEGORY	NUMBER OF STAFF
Hospitality Staff	250
Media Staff	200
Information & Hosting Staff	170
Security & Safety Staff	500
Management Staff	60
Other Staff	30
Total	1,210

Source: Everton Football Club

#### Matchday Car Parking

On matchdays, the car park on site is reduced in size to around 150 vehicles to accommodate the Everton Fan Zone, as well as broadcasting / media vehicles.

Additional off-site parking is accommodated in Stanley Park car park, approximately 1km from the stadium at the Priory Road / Utting Avenue junction. This car park is only used on matchdays and is also used by Liverpool Football Club for their match day requirements.

Supporter coaches currently park on Priory Road to the south east, approximately 500m from the stadium.

#### Matchday Traffic Management

There are several traffic management elements in place to ensure safe and efficient access and egress for match day traffic. The key components are:

- Matchday pedestrian zone;
- Football Match Parking Zone (FMPZ); and
- Matchday traffic management strategy.

Traffic Regulation Orders (TROs) operate in the immediate area around the site on matchdays. The TROs are put in place to regulate the speed, movement and parking of vehicles. On match days, signing enforces a pedestrian zone and restrictions to loading and waiting around the stadium. In this way all of Gwladys Street, Muriel Street, Diana Street, Bullens Road, and part of Goodison Road and City Road become pedestrian zones with access for traffic limited and prohibited.

On-street parking around Goodison Park is restricted by a Football Match Parking Zone (FMPZ). This area covers both Goodison Park and Anfield Stadium to restrict match day parking for fixtures at both stadia. The restrictions mean that public on-street parking is generally unavailable between 10:00 and 00:00 every day from August to June inclusive. Only residents, authorised visitors, and businesses can park on street within the zone. Residents and businesses are issued with parking permits and visitor permits that must be displayed within the car. Non-authorised vehicles

parked on street within the zone are subject to fines and parking enforcement by Liverpool City Council.

The current matchday traffic management strategy for Goodison Park is focused around a series of road closures in the vicinity of the stadium to ensure crowd safety and restrict vehicle access into the area. For the pre-match period, all local roads around the stadium close around one hour prior to kick off. Following kick off, the roads are re-opened for the main part of the game. The roads are then closed again approximately 15 minutes prior to full time. In the post-match period, the roads remain closed until crowds have dispersed sufficiently to re-open them. Following the full-time whistle, Walton Lane is closed in both directions at the junction with Spellow Lane for between approximately 15 and 30 minutes. This closure is enforced to support pedestrian egress from the stadium following the match and to maintain crowd safety. The road is re-opened once crowds have dispersed.

## 3.6 APPLICATION SITE CONTEXT

### 3.6.1 Transport

#### 3.6.1.1 Local Highway Network

Highway access adjacent to the site is from Goodison Road, Bullens Road and Gwladys Street, which form boundaries to the application site. All these streets are residential streets with footways along both sides of the carriageway. The streets are subject to a 30mph speed limit.

Spellow Lane, Barlow Lane and Westminster Road are also 30mph, which provide connectivity between the area’s A-road network.

#### 3.6.1.2 Strategic Highway Network

A580 Walton Lane lies adjacent to the southern boundary of the application site and forms part of the Liverpool City Region’s ‘Key Route Network’. A580 Walton Lane runs northwards past the application site to the junction with the A5058 Queens Drive, which is the inner-city ring road for Liverpool. Queens Drive connects Bootle and the Port of Liverpool to the north of the city centre with Aigburth to the south of the city centre and includes a direct link to the M62. From the junction with the A5058 Queens Drive, Walton Lane becomes the A580 Walton Hall Avenue, which continues eastwards to Greater Manchester (this section is more commonly known as the East Lancashire Road). In the vicinity of the site, Walton Lane is a four-lane dual carriageway subject to a 30mph speed limit

A59 County Road is located approximately 250m west of the site and runs from the city centre in the south to Switch Island in the north for access to the M57 and M58. County Road forms part of the Liverpool City Region’s ‘Key Route Network’. In the vicinity of the site, A59 County Road is a four-lane single carriageway road subject to a 30mph speed limit.

#### 3.6.1.3 On-Street Parking

As previously discussed, the local road network in the immediate vicinity of the site is subject to parking restrictions in the form of a Football Match

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Parking Zone (FMPZ). The restrictions mean that parking on the streets surrounding Goodison Park and also nearby Anfield Stadium is limited to residents, businesses and their visitors only (displaying a permit). The restrictions are in place Monday to Friday 5pm to 10pm and Saturday and Sunday 10am to 6pm, between 1st August and 31st May.

The reason the restrictions are in place is to protect the amenity of residents and businesses local to Goodison Park and Anfield so that when matches are played, or major events held that local streets do not become congested with traffic.

3.6.1.4 Bus Services

The application site is served by multiple bus routes that offer frequent services running from Liverpool City Centre to a range of local centres within the city region. Bus services provide access to a range of destinations including Kirkby, Bootle, Aigburth, Aintree, Maghull, Netherton, Wavertree, Croxteth, and Skelmersdale, most of which link directly to Liverpool City Centre.

The key bus routes that serve the application site are shown in Table 3.3 below. All services can be caught from A580 Walton Lane or the A59 County Road.

Table 3.3  
Bus Services Serving Goodison Park

ROUTE NO.	ROUTE	FREQUENCY (NO. OF BUSES PER HOUR)			OPERATOR
		PEAK	MON-SAT DAYTIME	EVENING AND SUN	
19	Liverpool – Gilmooss, Croxteth, Kirkby or Kirkby Admin	6	6	4	Stagecoach
20	Liverpool – Tower Hill	5	5	3	Stagecoach
21	Liverpool - Northwood	5	5	3	Stagecoach
58/58A	Liverpool – Netherton	2	2	1	Arriva
68/68A/68E	Bootle - Aigburth Vale or Old Swan	4	3	2	Arriva
159	Aintree University Hospital – Walton Park, Bootle	2	2	1	Merseytravel
310	Liverpool – Maghull or Skelmersdale	2	2	1	Arriva
345	Liverpool – Waddicar	2	2	1	Arriva
X3	Liverpool – Kirkby/Knowsley Industrial Park	1	1	0	Stagecoach

Source: Merseytravel

The key bus corridor is along the A59 County Road, which has up to 20 services operating along the route at peak periods in one direction. There are also services operating along Walton Lane and Priory Road, albeit of less frequency, linking to areas to the east of Goodison Park.

3.6.1.5 Rail Services

The closest rail station to the application site is Kirkdale. This is situated on Merseyrail’s Northern Line and supports services from Liverpool Central to both Ormskirk and Kirkby. The station is located approximately 1km (around 12 minutes’ walk) to the west of the site.

Trains operate throughout the day from Kirkdale: Monday to Saturday at a frequency of 8 trains per hour towards Liverpool. This equates to 15-minute frequency towards Kirkby and Ormskirk respectively. This level of service is reduced by half on both lines (30-minute frequency) in early morning and evenings, as well as on Sundays.

From Kirkdale, interchange with Liverpool Lime Street for regional and national services including to Manchester, Wigan, Preston, St. Helens and Warrington is available via Moorfields (change to the Wirral Line) or Liverpool Central (a short connecting walk). All services running to the city centre from Kirkdale call at Moorfields and Liverpool Central.

Sandhills station situated one stop south of Kirkdale offers interchange on the Merseyrail network to access services between Southport and Hunts Cross, including onward connectivity to Liverpool John Lennon Airport. Bank Hall is also located on this line, one stop north of Sandhills and is approximately 2km to the west of the site (around a 25 minute walk).

Services run between Hunts Cross and Southport at a 15-minute frequency in each direction Monday to Saturday daytime and evening. On Sunday services run at 30-minute frequency in each direction.

Although both Kirkdale and Bank Hall stations may be outside of some people’s comfortable walking distance, they are both located well within cycling distance. Furthermore, at Kirkdale station, the 159 bus stops directly outside. This service also stops on the A59 County Road, close to the development site, so connecting travel by bus to the train station is available.

3.6.1.6 Active Travel

The area around the application site benefits from a well-connected network of walking routes. The site is located within a well-established residential area and the local standard of footways near the site reflect this. The roads in the immediate area consisting of Goodison Road, Bullens Road and Gwladys Street feature footways on both sides of the carriageway with dropped kerbs and tactile paving to provide suitable crossing points within the area.

There are also several signalised crossings in the wider area, particularly on key highway routes including the A59 County Road and A580 Walton Lane. Several of these crossings are signal controlled and support safe pedestrian and cyclist movements across the roads. This limits severance in the area caused by highways and encourages pedestrian movements

between key destinations to/from the site including Kirkdale station, Stanley Park, and local shops and services particularly along the A59 County Road.

The importance of high-quality pedestrian and cyclist crossing points ensures that communities remain connected in the area and reduce road traffic collisions, particularly involving vulnerable road users.

There is an on-road cycle route signed from Stanley Park past the stadium via Bullens Road, Gwladys Street and Goodison Road, northwards to the A59/A5058 junction. This route provides a signed route linking from the city centre via Stanley Park northwards towards Bootle and Aintree. There are several other signed routes in the area that are signed on-road for cyclists including on Walton Breck Road to the south and to the west along Melrose Road and Westminster Road.

Further information on the transport conditions at the site and in the surrounding area is provided in Chapter 7 Transport and the Transport Assessment, provided in Appendix 7.1, ES Volume III.

3.6.2 Topography

LIDAR data for the application site and surrounding area indicates that the application site is relatively flat, with levels ranging from 40 m Above Ordinance Datum (AOD) to 41 m AOD. Ground levels fall from the centre of the pitch to low points around the edges of the pitch. In the south of the application site, ground levels fall towards the internal access road to the south of the stadium. Generally, levels in the area outside the application site fall to the west, towards the River Mersey.

3.6.3 Ground Conditions

3.6.3.1 Geology

British Geological Survey (BGS) maps indicate that the bedrock geology underlying the application site comprises Chester Pebble Beds Formation. Superficial deposits are not present, with the exception of a portion of the southern part of the site adjacent to Walton Lane, where Devensian Till is recorded. Boreholes from the site also indicate the presence of Made Ground (Fill) at shallow depths.

The application site is not located within a coal mining area of the UK. The site is located within a lower probability radon area where less than 1% of residential properties are above the action level of 200Bq/m³ for radon set by Public Health England. No radon protective measures are considered necessary by the BGS in the construction of new dwellings or extensions in this area.

3.6.3.2 Hydrogeology

The Chester Pebble Beds Formation bedrock that underlies the application site is classed as a Principal Aquifer. These are layers of rock or drift deposits that have high intergranular and/or fracture permeability, meaning they usually provide a high level of water storage. They may support water supply and/or river base flow on a strategic scale. In most cases, principal aquifers are aquifers previously designated as major aquifers.



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The superficial deposits (where present) are indicated to be a Secondary Aquifer (Undifferentiated). This has been assigned in cases where it has not been possible to attribute either category A or B. In most cases, this means that the stratum in question has previously been designated as both minor and non-aquifer in different locations due to the variable characteristics of the stratum.

Further information on the ground conditions at the application site is provided in Chapter 13 Ground Conditions and the Preliminary Environmental Risk Assessment, provided in Appendix 13.1, ES Volume III.

### 3.6.4 Water Environment

#### 3.6.4.1 Hydrology

The nearest surface water feature to the application site is Stanley Park Lake located 40 m to the south in Stanley Park. The lake is separated from the application site by Walton Lane. It is a recreational fishing lake managed by LCC's Park and Greenspaces team. It is understood that the water body receives inflows from a self-regulated borehole abstraction and surface water drainage.

The nearest main river to the application site is the River Mersey, located approximately 2.7km to the west. It flows in a south to north direction into Liverpool Bay, located over 4km to the north west of the application site.

#### 3.6.4.2 Sewers

Sewer records obtained from United Utilities indicate that the application site and surrounding area is served by a network of public combined sewers, comprising:

- A 225mm diameter sewer drains westwards from manhole no. 9002 in Gwladys Street to join a 450mm diameter sewer in City Road, which in turn joins a 450mm diameter sewer running southwards in Goodison Road;
- A 225mm diameter sewer drains from the south stand (head of the system) via an ancillary building and the access road off Goodison Road to the 450mm diameter sewer in Goodison Road;
- A 225mm diameter sewer drains from manhole no. 8813 in the car park to south of the stadium to the 450mm diameter sewer in Goodison Road;
- To the south west of the application site the 450mm diameter sewer in Goodison Road upsizes to a 500 x 800mm diameter then a 900mm diameter sewer, which drains westwards in Langham Street (further to the south west); and
- A 300mm diameter sewer drains southwards from manhole no. 9001 in Bullens Road. It upsizes to a 375mm diameter sewer in Bullens Road, before joining a 375mm diameter sewer in Walton Lane, which drains westwards and continues along Langham Street.

Liaison with the Club has confirmed that the application site, including the pitch, is drained via private combined sewers to the public combined sewer

network. There are estimated to be 10 points of connection to the public system.

#### 3.6.4.3 Flood Risk

According to the Environment Agency 'Flood Map for Planning (Rivers and Sea)', the application site is located within Flood Zone 1, which indicates that the site has a less than 1 in 1,000 annual probability of river or sea flooding, representing a 'low' risk of flooding from these sources.

The Environment Agency's 'Flood Risk from Surface Water' Map indicates that the majority of the application site is at very low risk of surface water flooding. Small, isolated areas at the access road off Goodison Road are indicated to be at low risk, while a very small part of the access road is at medium risk. The edge of the football pitch is shown to be at low to medium risk, but this is due to the stands acting as physical barriers to localised ponding, where the ground may be slightly lower than the pitch. Overall, there is a very low risk of surface water flooding on the application site.

The Preliminary Flood Risk Assessment (PFRA) for Liverpool states that records do not show any instances of groundwater flooding. The PFRA's 'Areas Susceptible to Groundwater Flooding' map indicates that the application site is not located within a 1 sq.km grid square that is susceptible to groundwater flood emergence. The risk of groundwater flooding at the application site is therefore considered to be low.

There are no known records of sewer flooding on the application site or in the vicinity. Assuming continued management of the public sewer network, the risk of flooding from this source is considered to be low.

The site is not located within the extent of any potential reservoir flood; therefore, the risk of flooding from this source is considered to be low. The PFRA for Liverpool states that there are no records of canal flooding. In the event of flooding, it is likely that floodwaters would follow the local topography and flow away from the application site towards the River Mersey. On this basis, the flood risk from this source is also considered to be low.

Further information on flood risk and water resources is provided in Chapter 14 Water Resources & Flood Risk and the Flood Risk & Drainage Assessment, provided in Appendix 14.1, ES Volume III.

### 3.6.5 Heritage Designations

The application site does not contain any heritage assets with statutory protection. The Secretary of State recently issued a Certificate of Immunity from listing in relation to Goodison Park, as it does not meet the criteria for listing (Historic England reference 1462465).

Four designated heritage assets are located within a radius of 250m from the centre of the application site. Both Stanley Park and Anfield Cemetery, to the south-east and north-east of the site respectively, are Grade II\* registered parks and gardens. In addition, both the main entrance and lodge at Anfield Cemetery are Grade II listed buildings.

The main cluster of listed buildings within a 1km radius of the site are located within Anfield Cemetery and Stanley Park. There is also a small

cluster of listed buildings within Walton on the Hill Conservation Area. Walton on the Hill Conservation area, located 500m to the north of the site, is the only conservation area within a 1km radius of the site.

Further information on the heritage designations in the area surrounding the application site is contained in Chapter 12 Built Heritage and the Heritage Statement, provided in Appendix 12.1, ES Volume III.

### 3.6.6 Townscape Designations

There is no published stand-alone Landscape Character assessment of relevance to the application site due to the urban nature of the local area. The draft Liverpool Local Plan 2018 identifies City Centre Character Areas, but these do not cover the site or the townscape study area. However, the plan does describe the site as being located in the Urban Core of Liverpool. A description of the area is provided as follows:

*"The Urban Core extends from the residential districts of Walton, Anfield, Everton and Kirkdale in the north of the City, through Tuebrook and Kensington to the east and to Toxteth and the Dingle to the south. It includes areas along the Mersey waterfront, to both the north and the south of the City Centre, which were formerly dominated by port-related uses such as working docks, warehousing and associated industry. (para. 3.42).*

*The consequences of economic decline, issues of social disadvantage and significant physical and environmental decline are particularly evident within the Urban Core. The area contains some of the most disadvantaged neighbourhoods in the City, in terms of income, employment, health deprivation and disability. For example large parts of Everton and Kirkdale wards are within the most deprived one per cent nationally and these wards also have the largest clusters of income and employment deprivation. (para. 3.43).*

*The Urban Core includes large areas of industrial and warehousing areas as well as residential suburbs and district shopping centres which are undergoing regeneration...In addition, the concentrations of vacant land and buildings within North Liverpool present significant opportunities for major economic development." (paras 3.46-3.47).*

Local townscape character areas (TCA) have been identified in the Townscape and Visual Impact Assessment (TVIA) through site survey. The application site falls with the Sports Ground Townscape Character Area, which is described below.

*"The Sports Ground TCA is defined as the land within the site. The TCA comprises the football stadium building, car parking and associated fan zone. The built character of the TCA is functional and somewhat utilitarian in nature. The large scale structures of the stadium are the most notable features of the TCA, but there are also features such as the red brick boundary wall to Walton Lane, and the gated entrance at Spellow Lane/Walton Lane, with its statue and plaques of remembrance, that provide variety to the built form. Large advertising hoardings and banners are also clear features of the TCA. The use of the 'Everton Blue' colour across the TCA denotes its use as the site of the football club."*

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Further information on the townscape character areas in the area surrounding the application site is contained in Chapter 11 Townscape and Visual and the Townscape and Visual Impact Assessment report, provided in Appendix 11.1, ES Volume III.

### 3.6.7 Biodiversity

A total of eight internationally designated sites (SPA and Ramsar) are recorded within 10km of the application site, the closest of which is Liverpool Bay SPA, approximately 2.7 km west of the application site. Two nationally designated SSSI's are also recorded within 10km of the application site, the closest of which is Mersey Narrows SSSI, approximately 7 km to the west. No statutory designated ecological sites have been identified within 2km of the application site.

Three Local Wildlife Sites (LWS) have been identified within a 2km radius of the application site, the closest of which is the Melrose Cutting, which is located 0.8 km to the south west.

Habitats at the application site comprise hardstanding, the stadium buildings and ancillary structures, and amenity grassland (the existing pitch). A tree is also present immediately adjacent to the northern boundary of the site, within the grounds of the Church of St Luke the Evangelist.

The application site does not support any habitats of conservation importance or important plant communities. Due to the lack of naturalised habitats at the site, its biodiversity value is generally considered to be low, and has been assessed as having habitat of negligible importance for Birds, Water Vole, Bats, Amphibians, Reptiles, Mammals, Invertebrates and plants.

The area around the site is characterised predominately by residential properties to the north, east and west, with Stanley Park a short distance to the south, which includes areas of open water (assessed as having negligible potential for protected species) and public amenity park.

Further information on the ecological baseline is contained within the Ecological Assessment report, provided in Appendix 3.2 in ES Volume III.

### 3.6.8 Air Quality

LCC has declared their entire administrative area, including the application site, an Air Quality Management Area (AQMA). The Liverpool City AQMA has been declared for the exceedance of the nitrogen dioxide annual mean Air Quality Objective (AQO) values.

Monitoring of air quality within LCC has been undertaken through both continuous and non-continuous monitoring methods. LCC operated one automatic monitoring station, AM1, in 2018. AM1 is located approximately 13 km south-east of the application site and monitored a concentration below the AQO for NO<sub>2</sub> (40 µg/m<sup>3</sup> annual mean) during 2018.

LCC also operates a network of passive diffusion tubes. The closest diffusion tube is diffusion tube N16, which is located on Walton Road, approximately 262m south-west of the application site. All diffusion tubes located within the Air Quality Assessment area monitored concentrations below the AQO for NO<sub>2</sub> (40 µg/m<sup>3</sup> annual mean) during 2018, with the

exception of diffusion tube location N8 (on corner of Walton Lane and Walton Breck Road) which monitored a concentration greater than the AQO for NO<sub>2</sub> (40 µg/m<sup>3</sup> annual mean) during 2018.

Traffic movements are considered to be the most substantial local source of air pollutants. The principal traffic derived pollutants likely to impact local receptors are NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub>.

Further information on the current air quality conditions at the application site and in the surrounding area is contained within the Air Quality Report, provided in Appendix 8.1, ES Volume III.

### 3.6.9 Noise & Vibration

A monitoring survey has been undertaken to characterise baseline ambient noise levels currently experienced on the site and to establish the relative local background and traffic noise levels.

The ambient noise climate in the area on a non-matchday consists of road traffic noise on Walton Lane, Priory Road, Spellow Lane, A59 and smaller residential roads, such as City Road, Gwladys Street, Goodison Road and Bullens Road.

Further information on the noise and vibration baseline is contained within Chapter 9 Noise and Vibration and the Noise and Vibration Impact Assessment report, provided in Appendix 9.1 in ES Volume III.

## 3.7 THE NEED FOR DEVELOPMENT

### 3.7.1 Limitations of Goodison Park Stadium and Application for New Stadium Development at Bramley-Moore Dock

Goodison Park has fallen behind its rival's home stadia during a period of unprecedented and intensive infrastructure development in the English Premier League (EPL). The key constraints that exist at Goodison Park are the restricted capacity of the stadium, the age and condition of the stands and stadium itself, the lack of modern amenities to meet supporter expectations and the constraints of the area around the stadium, which limit the potential for expansion or redevelopment.

In December 2019, the Club submitted a planning application for development of a new stadium at Bramley-Moore Dock in Liverpool to replace Goodison Park as the Club's home stadium (Application ref: 20F/0001). The new stadium will have an increased capacity and improved stadium facilities, which will improve accessibility and supporter experience, which will allow the Club to compete commercially with top tier EPL and European Clubs.

### 3.7.2 Redevelopment of Goodison Park

To date, the Club's charity, Everton in the Community (EitC), has established a network of community facilities around Goodison Park, which include Everton Free School and Sixth Form College, the Peoples Hub (a community centre) and the Blue Base (a function venue), which offer a range of community programmes. Together, these facilities comprise a substantive community campus.

The vacating of Goodison Park as a football stadium creates an opportunity to re-develop the site as a dynamic and high-profile mixed-use scheme and focal point of EitC's existing community campus, providing a wide range of services including potential education, housing, health, employment, community and wellbeing opportunities, all of which would ensure a highly positive social and economic impact on the local community. To ensure that the Club's legacy at the site is not lost, the proposals will also include the retention of iconic features from the Club's history at the site.

The Club's intent is that that the proposals will lead to further regeneration in the local area and the growth of EitC's programmes. The proposals demonstrate the Club's ongoing and long-term commitment to being the 'People's Club'.

## 3.8 DECEMBER 2020 DESIGN REVISIONS

Following submission of the initial planning application in April 2020 (reference 20O/0997), design revisions have been made to the proposed development. These amendments have been made in response to consultation comments received from LCC's Urban Design Officer and Conservation Officer and subsequent comments received at a Places Matter Design Review.

The March 2020 iteration of the proposed development (which was the subject of the April 2020 planning application) is included as an alternative in Chapter 5 Alternatives and Design Evolution. Further information on the consultee comments and the reasons for the changes made in response to them is also set out in Chapter 5.

The December 2020 revised scheme that has been assessed in this revised ES is described in the sections below.

The December 2020 revised scheme proposes the same type (use class) of development as that proposed in the initial submission. The quantum of development is also largely unchanged, with the exception of the amount of retail floorspace (use classes A1-A5) proposed, which has reduced to 750 sq m. Changes have been made to the development parameters, including the masterplan layout and maximum height of development.

## 3.9 THE PROPOSED DEVELOPMENT

### 3.9.1 The People's Project

The scheme is referred to as the 'Goodison Park Legacy Project' and it forms part of 'The People's Project', which comprises:

- The development of a new 52,888 seated capacity stadium predominantly for football use (with the ability to host other events) with ancillary development at Bramley-Moore Dock, Liverpool (subject to separate planning application); and
- Demolition of the existing Goodison Park stadium and redevelopment of the site for a mixed-use development, including housing, commercial space, community / retail uses and open space, which is referred to as the Goodison Park Legacy Project (GPLP).



## SITE DESCRIPTION & DEVELOPMENT PROPOSALS

### 3.9.2 Goodison Park Legacy Project

The proposals are for a mixed-use development. The full description of development as it appears on the outline planning application is as follows:

*‘Application for Outline Planning Permission for the demolition of existing buildings and redevelopment of the site for a mix of uses, comprising residential units (Use Class C3); residential institution (Use Class C2); shops (Use Class A1); financial & professional services (Use Class A2); food and drink use (Use Class A3); drinking establishments (Use Class A4); hot food takeaways (Use Class A5); business use (Use Class B1); non-residential institutions (Use Class D1); and open space, with associated access, servicing, parking and landscaping. All matters (Access, Appearance, Landscaping, Layout and Scale) are reserved for future determination.’*

The following sections describe the various elements of the scheme that are relevant to the assessment of its environmental effects. Further detail is provided in the Planning Statement Addendum and Design & Access Statement Addendum, which both accompany the planning application.

The parameter plans for the proposed development, which are included at the rear of this chapter, are as follows:

- Parameter Plan 01 – Development Plots (Figure 3.2);
- Parameter Plan 02 – Maximum Development Heights (Figure 3.3);
- Parameter Plan 03 – Ground Floor Uses (Figure 3.4);
- Parameter Plan 04 – Upper Floor Uses (Figure 3.5);
- Parameter Plan 05 – Access and Movement (Figure 3.6); and
- Parameter Plan 06 – Public Realm (Figure 3.7); and
- Parameter Plan 07 – Development Parcels (Figure 3.8).

### 3.9.3 Residential Units

A total of up to 173 residential units (use class C3) are proposed for the application site. The units will comprise a mix of typologies, including apartments, terraces and mews.

Up to nine residential units are proposed in Plot A in the south west of the application site. These units are indicatively shown on the illustrative masterplan in the form of terraces and mews. Up to 72 residential units are proposed in Plot B in the south east of the application site. These units are indicatively shown on the illustrative masterplan in the form of a mix of apartments, terraces and mews.

Plot C, located to the north of Plot A, includes provision for up to 36 residential units. These units are indicatively shown on the illustrative masterplan in the form of terraces and apartments. Up to 25 residential units are proposed in Plot E in the north west of the application site. These units are indicatively shown on the illustrative masterplan in the form of apartments. The remaining up to 31 residential units are proposed in Plot G, to the north of the site. These units are indicatively shown on the illustrative masterplan in the form of terraces.

The proposed residential unit schedule, including maximum square metre Gross External Area (sq.m GEA) floorspace areas, is provided in Table 3.5 below.

**Table 3.5**  
Proposed Residential Unit Schedule

PLOT	INDICATIVE RESIDENTIAL UNIT TYPOLOGY	MAXIMUM UNIT NUMBERS	MAXIMUM FLOOR SPACE (SQ.M GEA)
Plot A	Terraces and mews	9	820
Plot B	Apartments, terraces and mews	72	6,200
Plot C	Terraces and apartments	36	3,535
Plot E	Apartments	25	2,100
Plot G	Terraces	31	3,348
Total		173	16,003

Source: Planit I.E.

### 3.9.4 Residential Institutions

Plot D, located to the north of Plot B in the south east of the site, is proposed for use as a residential institution (use class: C2). This plot comprises up to 5,863 sq.m GEA of floorspace. The nature and amount of floorspace will be determined at Reserved Matters stage. It has been assumed for the purposes of the assessments that the plot will provide a 78 bed care home and 24 extra care apartments.

### 3.9.5 Non-Residential Institutions

Plots E and F, located in the north east and west of the site respectively, are proposed for use as non-residential institutions (use class: D1). Up to 9,998 sq.m GEA of D1 floorspace is proposed at the site in total.

Plot E comprises up to 4,383 sq.m GEA of floorspace and for the purposes of assessment it has been assumed that this is a Community Education use. Plot F comprises up to 5,615 sq.m GEA of floorspace and for the purposes of assessment it has been assumed that this will be split between a health centre (3,609 sq m) and a primary school (2,546 sq m). The exact uses of the use class D1 floorspace will be confirmed at Reserved Matters stage.

### 3.9.6 Commercial Floorspace

Up to 5,512 sq.m GEA of commercial floorspace is proposed at the application site, within Plots A and C. The potential commercial uses proposed comprise:

- Use Class A1-A5 (up to 750 sq m, comprising the following):
  - Retail (use class: A1) (up to 349 sq m of the 750 sq m proposed);
  - Financial and professional services (use class: A2);
  - Restaurants and cafés (use class: A3);
  - Drinking establishments (use class: A4);
  - Hot food takeaways (use class: A5); and
- Business (use class: B1) (up to 4,762 sq m).

- Drinking establishments (use class: A4);
- Hot food takeaways (use class: A5); and
- Business (use class: B1) (up to 4,762 sq m).

The locations of the proposed commercial uses are indicated in Table 3.6 below.

**Table 3.6**  
Proposed Schedule of Commercial Uses

BLOCK	PROPOSED COMMERCIAL USES	MAXIMUM FLOORSPACE (SQ.M GEA)
Plot A	Retail (use class: A1) / Financial and professional services (use class: A2) / Restaurants and cafés (use class: A3) / Drinking establishments (use class: A4) / Hot food takeaways (use class A5)	600
Plot A	Business (use class: B1)	4,762
Plot C	Retail (use class: A1) / Financial and professional services (use class: A2) / Restaurants and cafés (use class: A3) / Drinking establishments (use class: A4) / Hot food takeaways (use class A5)	150
Total		5,512

Source: Planit I.E.

### 3.9.7 Maximum Building Heights

The proposed maximum building heights within the scheme range from two storeys to six storeys.

The tallest element of the proposed development is the portion of Plot B in the south eastern corner of the site, where a maximum building height of 6 storeys (22m Above Ground Level (AGL)) is proposed. Maximum building heights of five storeys (18.5m AGL) are proposed for Plot F and portions of Plots A, B and D, while maximum storeys heights of four storeys (15m AGL) are proposed for portions of Plots A and E. All other proposed maximum building heights range from two to three storeys.

The maximum building heights proposed for each plot are provided in Table 3.7 below.

**Table 3.7**  
Proposed Maximum Building Heights

PLOT	MAXIMUM STOREYS (INC GROUND)	MAXIMUM HEIGHT (M AGL)
Plot A	5 storeys (south east to south west)	18.50
	4 storeys (north west)	15.00
	3 storeys (east / north east)	10.50
Plot B	6 storeys (east)	22.00
	5 storeys (south)	18.50
	3 storeys (north)	11.50

SITE DESCRIPTION & DEVELOPMENT PROPOSALS

PLOT	MAXIMUM STOREYS (INC GROUND)	MAXIMUM HEIGHT (M AGL)
Plot C	3 storeys (west)	11.50
	3 storeys (east)	10.50
Plot D	5 storeys (north, east, south)	18.50
	3 storeys (west)	11.50
Plot E	4 storeys (south east)	15.00
	3 storeys (west and north)	11.50
Plot F	5 storeys	18.50
Plot G	2 storeys	7.50

Source: Planit I.E.

3.9.8 Site Access

Site access is a reserved matter of this outline application and therefore access details will not be provided until the reserved matters stage. However, the Access and Movement Parameter Plan is provided in Figure 3.6 at the rear of this chapter, which establishes the principles for access into and through the site.

3.9.8.1 Vehicular Access & Servicing

Proposed vehicle access locations to the scheme are shown at various locations around the perimeter of the site on the Access and Movement Parameter Plan.

Three east-west vehicle routes are proposed across the site, linking Goodison Road and Bullens Road, through the proposed masterplan. One route is located in the southern third of the masterplan, separating Plots A and B from Plots C and D. The second route is shown to the south of the proposed park in the centre of the site, separating Plots C and D from Plots E and F. The third is to the north of the park, separating Plots E and F from Plot G and the Church in the north-west corner.

For Plot A vehicular access would be from Goodison Road, Walton Lane and the proposed southern east-west route through the masterplan. The service access for Plot A will be via new loading bays on Goodison Road and Walton Lane. Plot B vehicular access would be off Bullens Road, and the proposed southern east-west route through the masterplan. Vehicular access to Plot C is proposed off Goodson Road and the proposed southern and central access routes, with service access to the retail use fronting the new square provided from Goodison Road via a new loading bay onto the square.

Vehicular access to Plot D would be from Bullens Road and the proposed central and southern access routes, with service access also provided from Bullens Road via a new loading bay to the street. Plot F will be accessed via Bullens Road, the northern and central access routes proposed and the eastern park street, located between the park and Plot F. A new loading bay will be provided on Bullens Road to service Plot F.

With regard to Plot E, vehicular access would be off Goodison Road, via the northern and central access routes proposed and the western park

street. The majority of service access to Plot E, particularly for the community uses, will be from Goodison Road via a new loading bay. For Plot G, vehicular access would be delivered to the east and west of the new northern access route. Vehicular movement will continue along Gwladys Street and Bullens Road. In addition, vehicles will interface with the south-western and south eastern corners of the Plot by turning south along the park. Vehicular movement would not be permitted along the central Play Street as shown on the Access and Movement parameter plan.

3.9.8.2 Pedestrian and Cycle Access

Potential pedestrian and cycle access routes to and through the scheme are shown at various locations around the perimeter of the site on the Access and Movement parameter plan. The internal street network is designed to ensure people feel comfortable to walk, cycle, stop and chat or other recreational activities. All vehicular movement is expected to travel at low speeds and traverse the site for local access only. The Legacy Streets, Park Streets and northern Play Street will accommodate limited servicing for residential uses, for example refuse collection, encouraging pedestrian and cycle movement.

In order to facilitate low car movements, cycle infrastructure has been incorporated into the illustrative design. Two potential City Bike hub locations have been identified as part of the wider network around the City. In addition, two cycle park locations have been indicatively proposed to consolidate secure internal cycle parking for visitors and workers for community, commercial and retail uses. On-street visitor cycle stands are also shown throughout the illustrative masterplan. These would be provided in addition to internal cycle storage for residential apartments, commercial uses and residential institution uses. Terraced homes would have secured, covered cycle parking to the rear of properties. Cycle parking for mews typologies would be provided in a secure manner within the Play Street or podium of Plots A or B.

Crossing points with dropped kerbs and tactile paving will be provided at all site access points where vehicles may enter and exit the site.

3.9.9 Parking

3.9.9.1 Car Parking

Up to 402 car parking spaces are proposed to serve the development, which are illustratively shown as comprising 200 podium spaces, 153 spaces on private streets within the masterplan and 49 spaces on adopted streets. The proposed maximum parking quanta is shown in Table 3.8 below. Further details on proposed parking arrangements will be secured through the planning process as subsequent reserved matters planning submissions are made following the granting of any outline planning approval.

Table 3.8

Proposed Maximum Parking Quanta

PROPOSED USE	MAX FLOORSPACE / DWELLINGS	MAX PROPOSED PARKING QUANTA & INDICATIVE TYPE (ON/OFF STREET)
Business (B1a)	4,762 sq.m GEA	93 off-street spaces
Retail (A1/A2/A3/A4/A5)	750 sq.m GEA	8 on-street managed spaces
		12 on-street adopted
Residential (C3)	173 residential units	52 off-street spaces
		74 on-street managed spaces
Non-Residential Institution (D1)	9,998 sq.m GEA	20 on-street adopted
		25 off-street spaces
Residential Institution (C2)	5,863 sq.m GEA	65 on-street managed spaces
		13 on-street adopted
		30 off-street spaces
		6 on-street managed spaces
		4 on-street adopted
		200 off-street spaces
		202 on-street spaces

Source: Mott MacDonald

3.9.10 Public Amenity Areas

Six areas of public realm are proposed at the site, as shown on the Public Realm Parameter plan (Figure 3.7).

A predominantly soft landscaped public open space, with the potential to include areas of play, is proposed in the centre of the site on the location of a portion of the current pitch area. The Park will be open to residents and the surrounding communities. It will an open and accessible public space, overlooked on all sides.

The reincarnation of the pitch as a central park provides an opportunity to explore the legacy of the club and celebrate this as the central focus point of the masterplan. The Park will provide a valuable neighbourhood green space for play and relaxation. Four overarching themes have been embedded into the design of the park: Legacy; Play; Movement; and Nature.

The park will aim to activate the edges, which will extend the edges to the building thresholds to create a unified space with animated interfaces. The design will create clear gateways and distinctive routes, increasing permeability between the new and existing streets, and create a series of spaces at different scales with a range of activities to facilitate intergenerational mixing. For illustrative purposes, the park is broken down into a number of different zones, each responding to context and microclimate. Each zone has an important functional role, together acting as the heart of the development. These illustrative zones are described as follows:

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- **Home End:** Pedestrian and cyclist only route creates a playful child friendly space with interpretative floor graphics and interspersed with seating and play elements
- **Green Flanks:** Parking bays with permeable paving line the edges of the shared surface park streets softening the park edges.
- **The Lawn:** Areas of open lawn for sport and recreation. A safe, overlooked and accessible space for informal sports activities.
- **The Circle:** A gathering and performance space marking the former centre circle, wrapped with a large social bench.
- **The Mounds:** Sculpted landform and retention basins with swathes of marginal planting, meadows, tree clusters dissected with timber boardwalks and seating platforms.

Four areas of predominantly hard public open space are also proposed in the south east, south west, west and north west of the site. A flexible area of public realm, likely to accommodate landscape and car parking, is also proposed in the north east of the site. These ‘squares’ of public realm around the periphery of the masterplan are intended to provide welcoming gateways of high-quality, predominantly hardscape public realm. The squares to Plots A and C will allow for retail spill-out to supplement activity along Goodison Road. To the north-west, the square here provides a new high-quality setting to St. Luke's Church. To the south-east, the square acts as a key gateway inviting users into the development whilst also providing space for soft landscape to mitigate Walton Lane.

These squares are also intended to provide the role of setting the character of slow vehicular movement on entry into the masterplan. A flexible square to the north-east adjacent to the Gwladys Street School has the dual function of providing a parking area or additional square, dependant on the future needs of the community use within Plot F. In either scenario, this area is expected to deliver a high-quality transition between the Park and Bullens Road and act as a key moment on the journey into the existing school.

The existing streets surrounding the application site are retained as 'community' streets that aim to draw together both existing and new communities. Walton Lane, Goodison Road, Bullens Road and Gwladys Street form the boundaries to the site and are the interfaces to existing properties which currently front onto the stadium. These existing vehicular routes would act as community streetscapes by providing a new frontage within the masterplan boundary, impacting the character of the wider street. The Community Streets will provide new pedestrian priority routes that can draw people into and through the new development. Active ground floors will create a lively public realm, impacting on the speeds that vehicles feel comfortable travelling at and providing new parking provision along the periphery of the masterplan dispersed between street tree planting.

Internally, a series of contemporary terraced streets are proposed, referred to as the ‘Legacy Streets’. These would provide east-west permeability and re-link the proposed development into the surrounding street network.

In addition to the Legacy Streets, two ‘Play Streets’ have been incorporated through the proposed development. The Play Streets are car free

environments with the aim of promoting play and intergenerational mixing. The play streets would be intended to have a playful character and are characterised by a looser, more organic treatment. ‘Door step’ play is incorporated, which could integrate features made of natural materials such as boulders, timber planks and stepping disks. The dynamic and active quality would encourage people to use the routes socially and not just a route to the front door, and are well overlooked to ensure passive surveillance. The two Play Streets have been described for illustrative purposes below:

- **Greenway Play Street:** The Greenway Play Street, running north-south in the southern half of the site, would form an important route through the heart of the scheme and create visual and physical links between Stanley Park and the new Park. This linear greenway would act as an ecological corridor with trees and shrubs providing spatial enclosure and a series of smaller, more intimate resting spaces. Planted swales could collect and retain runoff / grey water from the buildings forming the edges of the greenway.
- **Home End Play Street:** The Home End Play Street, running east-west towards the northern extent of the site, would act as a front porch to the new south facing houses and small scale play and fitness equipment could be incorporated to appeal to a variety of younger users. Seating is anticipated amongst herbaceous planting and tree groves creating sociable gathering and dining spaces and bold super graphics could provide interpretative stories of the former Home End Goal.

Finally, ‘Park Streets’ are proposed adjacent to the park, which are designed to act as extensions of the main central park space. Surface materials could create a distinctive character and promote a pedestrian environment that cars are 'welcomed' into. The materials and consistent design of the park streets will be selected to ensure they become simple and unifying elements to the space, extending the perception of the park to the building lines, covering the whole of the former pitch.

The former pitch line defines the threshold to the building line and could be interpreted in the ground with a subtle banding or change of material. Perpendicular parking bays could incorporate a linear permeable paving which 'greens' the streets and aids water runoff. The main 'carriageways' will be defined as predominantly pedestrian boulevards - reinforcing a sense of place by reducing the impact of cars and improving legibility around the central green space.

### 3.9.11 Landscaping

It is proposed that the existing entrance gates in the south west of the site, the commemorative/memorial plaques dedicated to former fans on the site boundary walls either side of the entrance gates, and the Ralph ‘Dixie’ Dean statue currently present at the site will be retained at the site under the proposals. New buildings are also not proposed in the central part of the site, on a significant portion of the location of the current pitch area.

Landscaping is a reserved matter of the outline planning application and therefore details are not provided at this stage. As detailed in section 3.9.10, the illustrative masterplan shows a public open space, with soft and

hard landscaping, in the centre of the site, broadly on the location of the current pitch area. It is the design intent to retain the centre spot of the original football pitch (‘The Circle’), or a representation of this, within the public open space at the heart of the site.

### 3.9.12 Surface & Foul Water Drainage

#### 3.9.12.1 Surface Water Drainage Strategy

The surface water drainage strategy will seek to maximise the use of Sustainable Drainage System (SuDS) techniques. The proposed strategy, based on the illustrative masterplan, includes the use of attenuation tanks and permeable paving at the site, with surface water collected in the attenuation tanks and discharged into the existing public combined sewers at various locations in the public highways around the perimeter of the site. Other SuDS measures that will also be considered for incorporation into the strategy include water butts and rainwater harvesting, rain gardens and bioretention systems, detention basins, and oversized pipes.

Further details on the proposed surface water drainage strategy are provided in Chapter 14 Water Resources & Flood Risk and the Flood Risk & Drainage Assessment, provided in Appendix 14.1, ES Volume III. The detailed surface water drainage strategy, including suitable adoption and maintenance regimes, will be secured at the reserved matters stage in due course.

#### 3.9.12.2 Foul Water Drainage Strategy

It is currently proposed to connect foul drainage from the application site to the existing public combined sewers at various locations in the public highways around the perimeter of the site, either via existing connections, where possible, or via new connections, as agreed with United Utilities. Further details on the proposed foul water drainage strategy are provided in Chapter 14 Water Resources & Flood Risk and the Flood Risk & Drainage Assessment, provided in Appendix 14.1, ES Volume III. The detailed foul water drainage strategy will be secured at the reserved matters stage in due course.

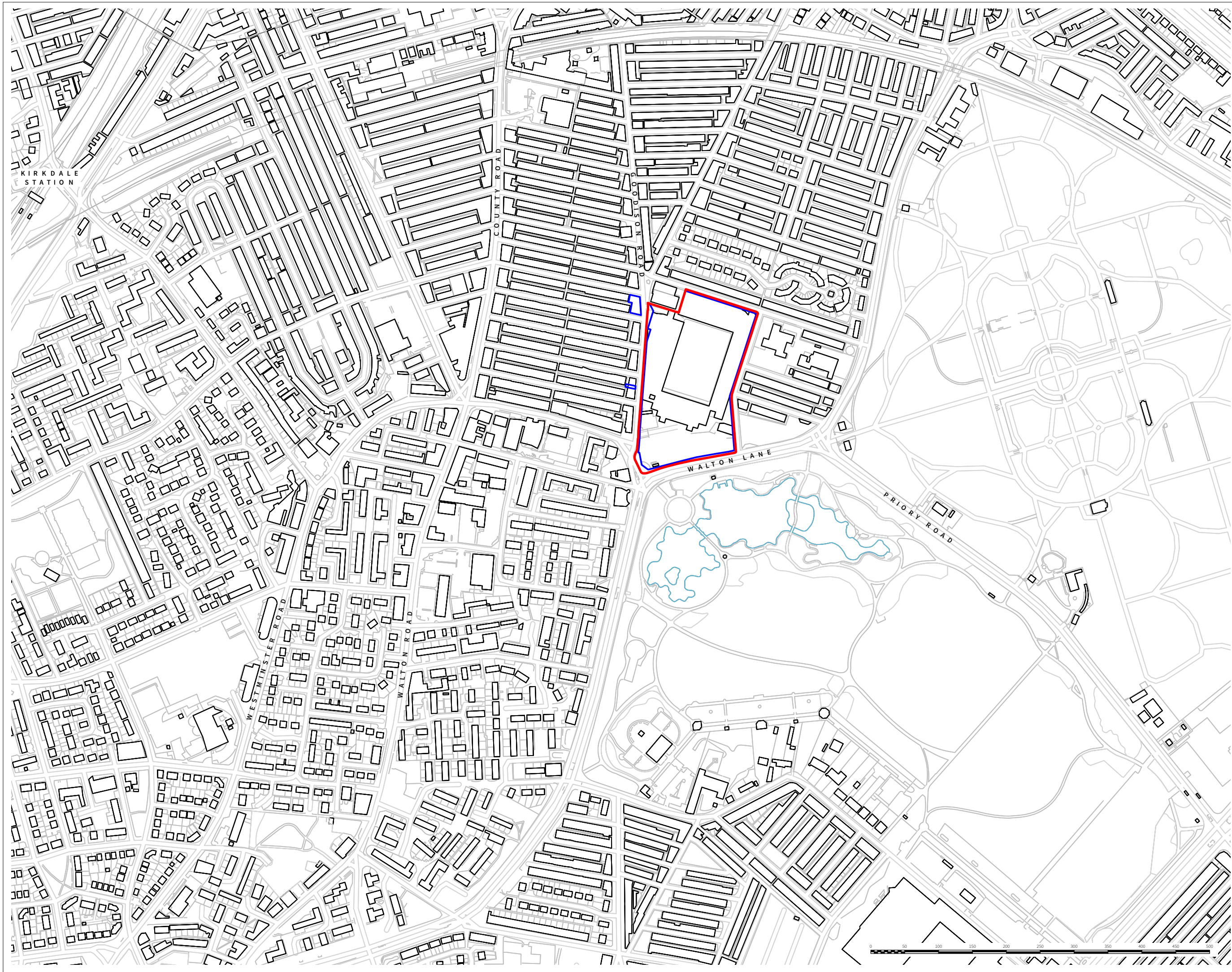
### 3.10 ASSOCIATED DEVELOPMENT

It is envisaged that off-site enabling works will comprise:

- Off-site highways improvement works to facilitate vehicle, cycle and pedestrian access arrangements to the application site, including improvements to the Spellow Lane / Walton Lane junction;
- Groundworks required to link on-site surface and foul water drainage infrastructure to the existing public combined sewers in the public highways around the perimeter of the site; and
- High voltage electrical connections and gas, water and telecomms services works outside of the site boundary as required by respective utilities providers.

These relatively minor works have been considered within the EIA, as appropriate.






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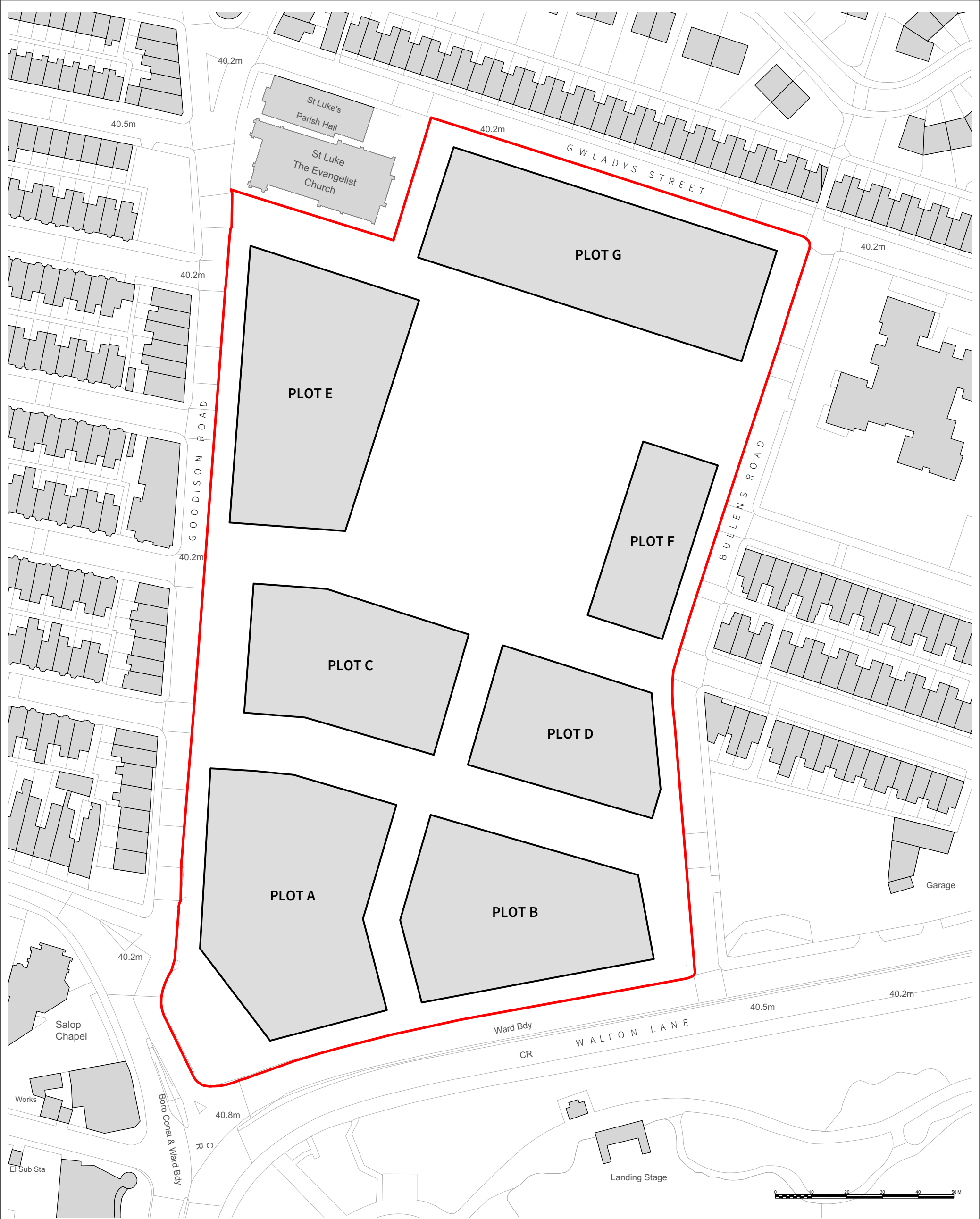
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- Order of construction and setting out to be agreed on site.

- Planning Boundary
- Owned by Everton Football Club

### Figure 3.1

S-P01	11-12-20	Site location plan		CH	ALC
Revision	Date	Description		Drawn	Approved
		<b>Planit I.E. Limited</b>			
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<b>Client</b>		Everton Football Club			
<b>Project</b>		2579 Goodison Legacy Project			
<b>Drg Title</b>		Site Location Plan			
<b>Created on</b>	<b>Created by</b>	<b>Approved by</b>			
11.12.20	CH	ALC			
<b>Scale</b>	<b>Size</b>	<b>Workstage</b>			
1:5000	A3				
<b>Drg No.</b>		<b>Suitability</b>		<b>Revision</b>	
2579-PLA-XX-XX-DR-U-0002		S4		P01	






Development Plots


Figure 3.2

S4-P01	09-12-20	Plot Parameter	CH	ALC
Revision	Date	Description	Drawn	Approved


Client	Everton Football Club		
Project	2579 Goodison Legacy Project		
Org Title	Development Plots Parameter Plan 01		
Created on	09.12.20	Created by	CH
		Approved by	ALC
Scale	1:1000	Size	A3
		Workstage	
Org No.	2579-PLA-XX-XX-DR-U-0008	Suitability	S4
		Revision	P01



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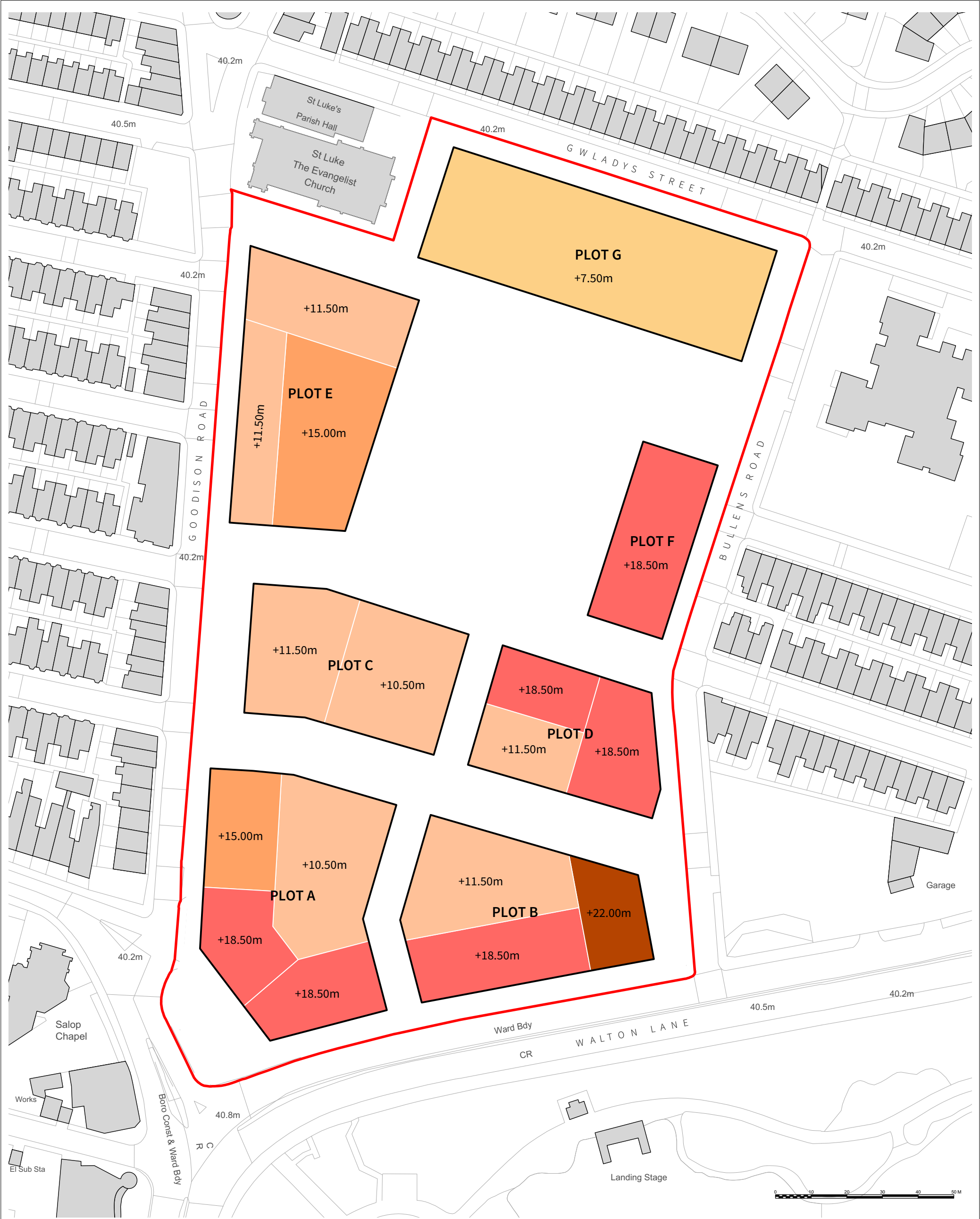


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6. This drawing must be read with the relevant specification clauses and detail drawings.  
7. Order of construction and setting out to be agreed on site.

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Heights shown are **maximum building height** - measured above existing ground levels

Maximum building height is measured to the top of parapet for flat roofs and to ridgeline on pitched roofs. Plant rooms and lift over-runs must not exceed the maximum building height shown.

Within the heights shown, the following key sets out the **maximum number of storeys** to be delivered.

- 2 storeys
- 3 storeys
- 4 storeys
- 5 storeys
- 6 storeys

Figure 3.3

S4-P01	09-12-20	Height parameter	CH	ALC
Revision	Date	Description	Drawn	Approved

Client	Everton Football Club		
Project	2579 Goodison Legacy Project		
Org Title	Maximum Development Heights Parameter Plan 02		
Created on	09.12.20	Created by	CH
		Approved by	ALC
Scale	1:1000	Size	A3
		Workstage	
Org No.	2579-PLA-XX-XX-DR-U-0009		Suitability
			S4
		Revision	P01

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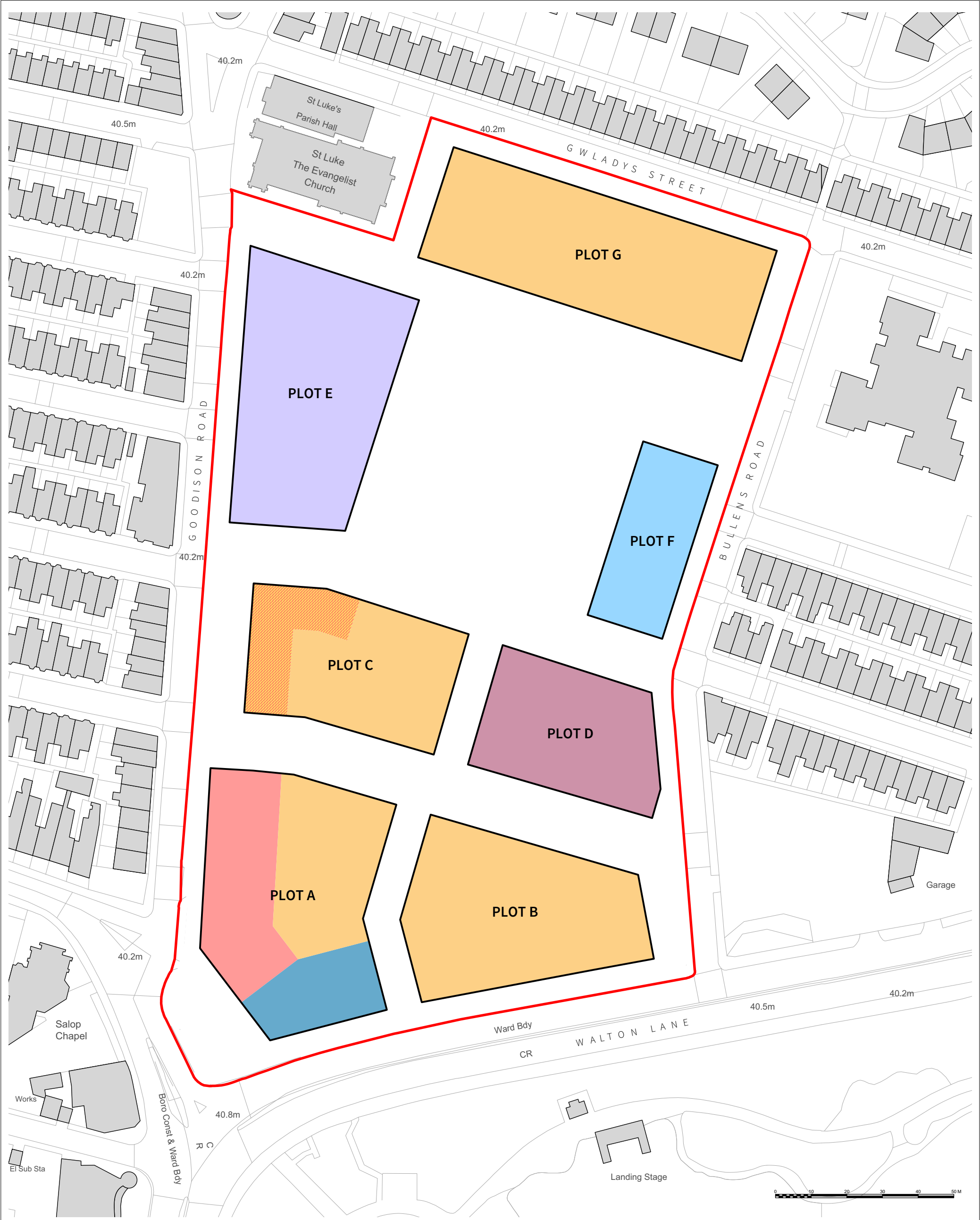
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7. Order of construction and setting out to be agreed on site.





- Residential Use (C3)
- Residential Institution Use (C2)
- Predominantly Commercial Use (B1)
- Predominantly Retail Use (A1, A2, A3, A4, A5)
- Mixed Use - comprising of Retail (A1, A2, A3, A4, A5) and Residential (C3)
- Community Use (D1)
- Mixed Use - comprising of Residential (C3) and Community (D1)

Figure 3.4

S4-P01	09-12-20	Ground floor uses parameter	CH	ALC
Revision	Date	Description	Drawn	Approved

Client	Everton Football Club		
Project	2579 Goodison Legacy Project		
Org Title	Ground Floor Uses Parameter Plan 03		
Created on	09.12.20	Created by	CH
		Approved by	ALC
Scale	1:1000	Size	A3
		Workstage	
Org No.	2579-PLA-XX-XX-DR-U-0010		Suitability
			S4
		Revision	P01

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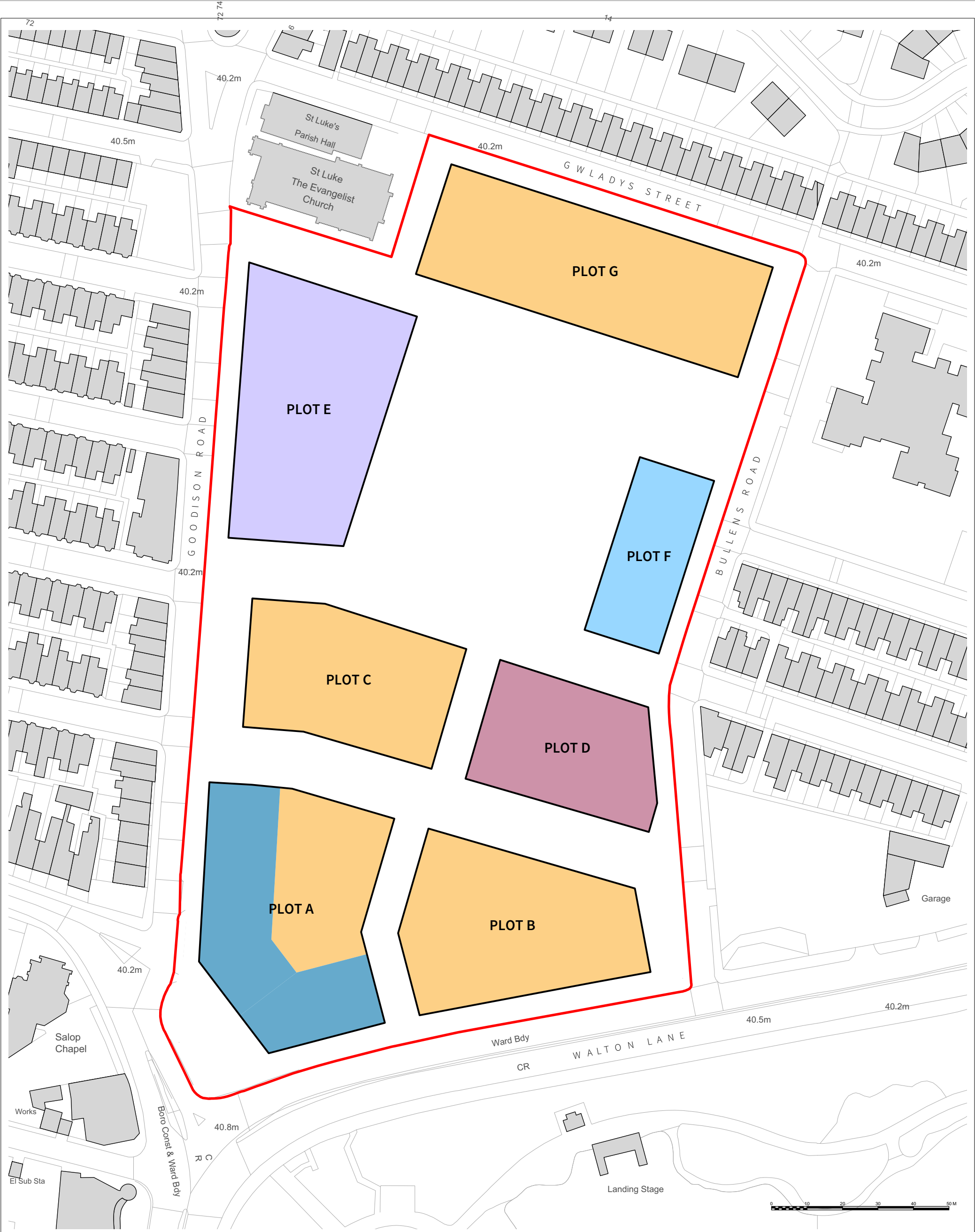
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- Residential Use (C3)
- Residential Institution Use (C2)
- Predominantly Commercial Use (B1)
- Community Use (D1)
- Mixed Use - comprising of Residential (C3) and Community (D1)


Figure 3.5

S4-P01	09-12-20	Upper flooruses parameter	CH	ALC
Revision	Date	Description	Drawn	Approved


Client	Everton Football Club		
Project	2579 Goodison Legacy Project		
Org Title	Upper Floor Uses Parameter Plan 04		
Created on	09.12.20	Created by	CH
		Approved by	ALC
Scale	1:1000	Size	A3
		Workstage	
Org No.	2579-PLA-XX-XX-DR-U-0011	Suitability	S4
		Revision	P01



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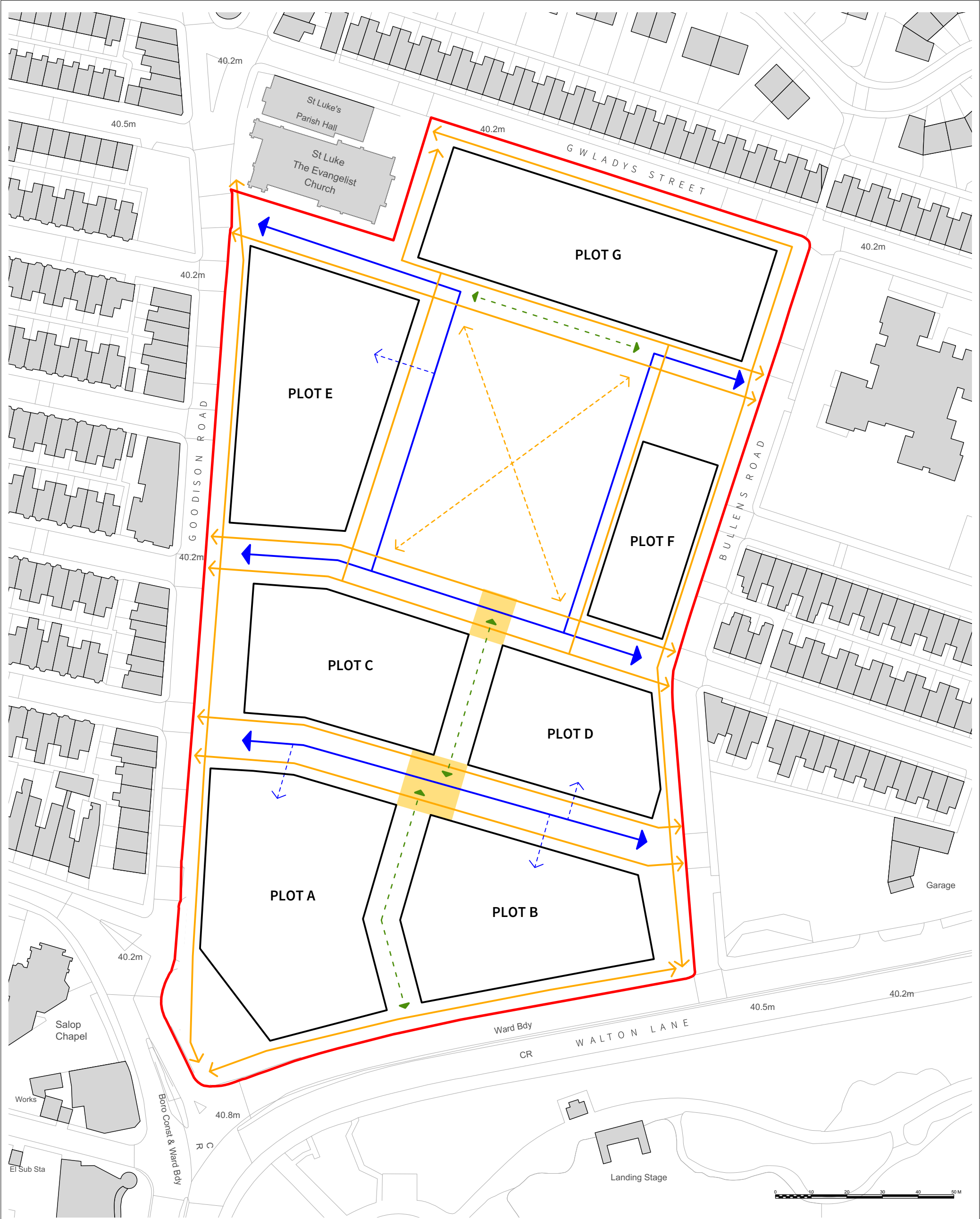
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- Pedestrian route
- Pedestrian desire line through park
- Play street
- Pedestrian priority crossing
- Vehicular and cycle route
- Vehicular access into parking podium from illustrated direction. Exact position of access point to be determined.

Figure 3.6

S4-P01	09-12-20	Access, movement and parking parameter	CH	ALC
Revision	Date	Description	Drawn	Approved

Client	Everton Football Club		
Project	2579 Goodison Legacy Project		
Org Title	Access and Movement Parameter Plan 05		
Created on	09.12.20	Created by	CH
		Approved by	ALC
Scale	1:1000	Size	A3
Workstage			
Org No.	2579-PLA-XX-XX-DR-U-0012		
Suitability	S4	Revision	P01

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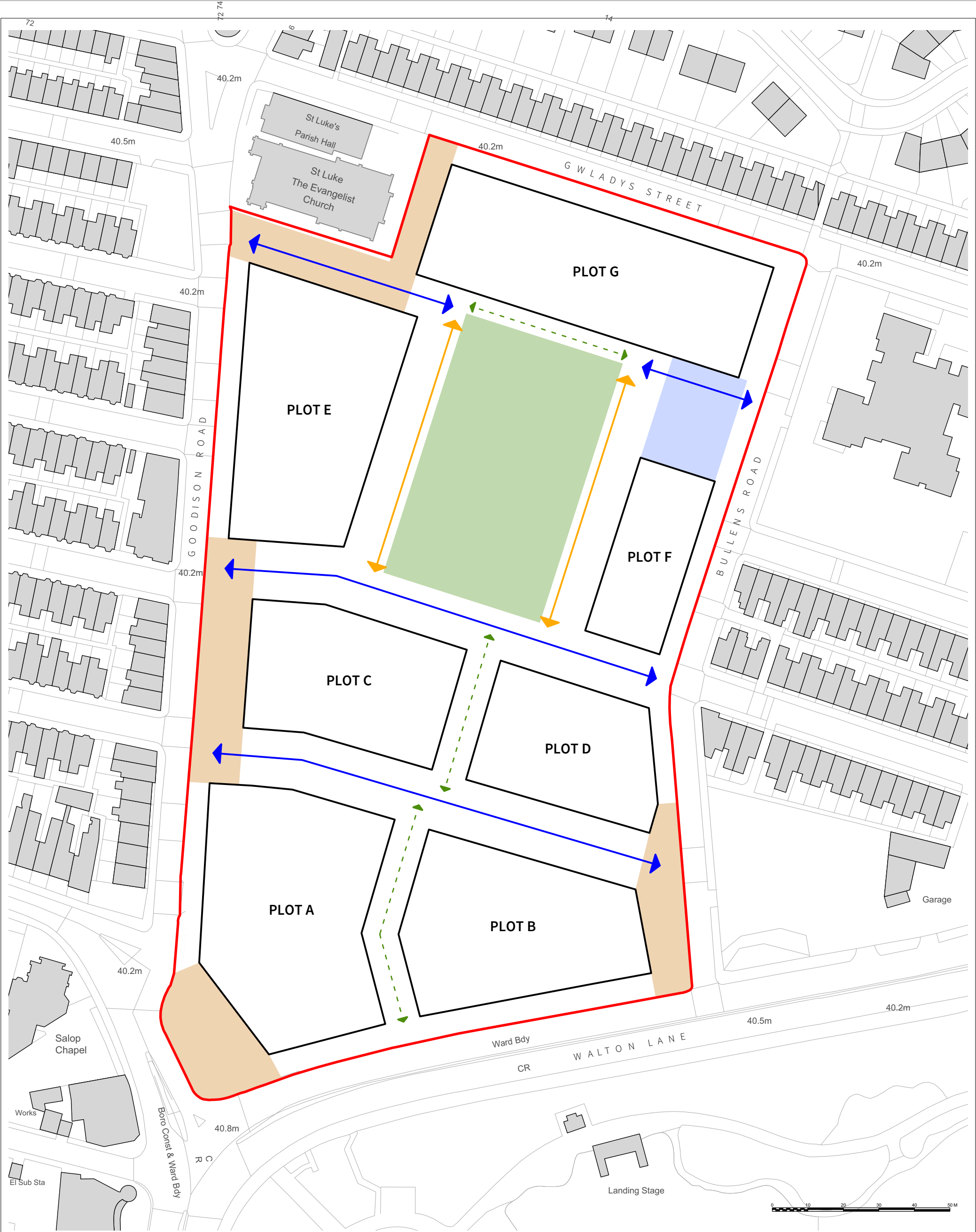
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- Predominantly soft public open space - with the potential to include areas of play
- Predominantly hard public open space
- Flexible area of public realm - likely to accommodate landscape and car parking
- Legacy street type
- Park street type
- Play street type


Figure 3.7

S4-P01	09-12-20	Public Open Space Parameter	CH	ALC
Revision	Date	Description	Drawn	Approved


Client	Everton Football Club		
Project	2579 Goodison Legacy Project		
Org Title	Public Realm Parameter Plan 06		
Created on	09.12.20	Created by	CH
		Approved by	ALC
Scale	1:1000	Size	A3
		Workstage	Workstage
Org No.	2579-PLA-XX-XX-DR-U-0013		
Suitability	S4	Revision	P01



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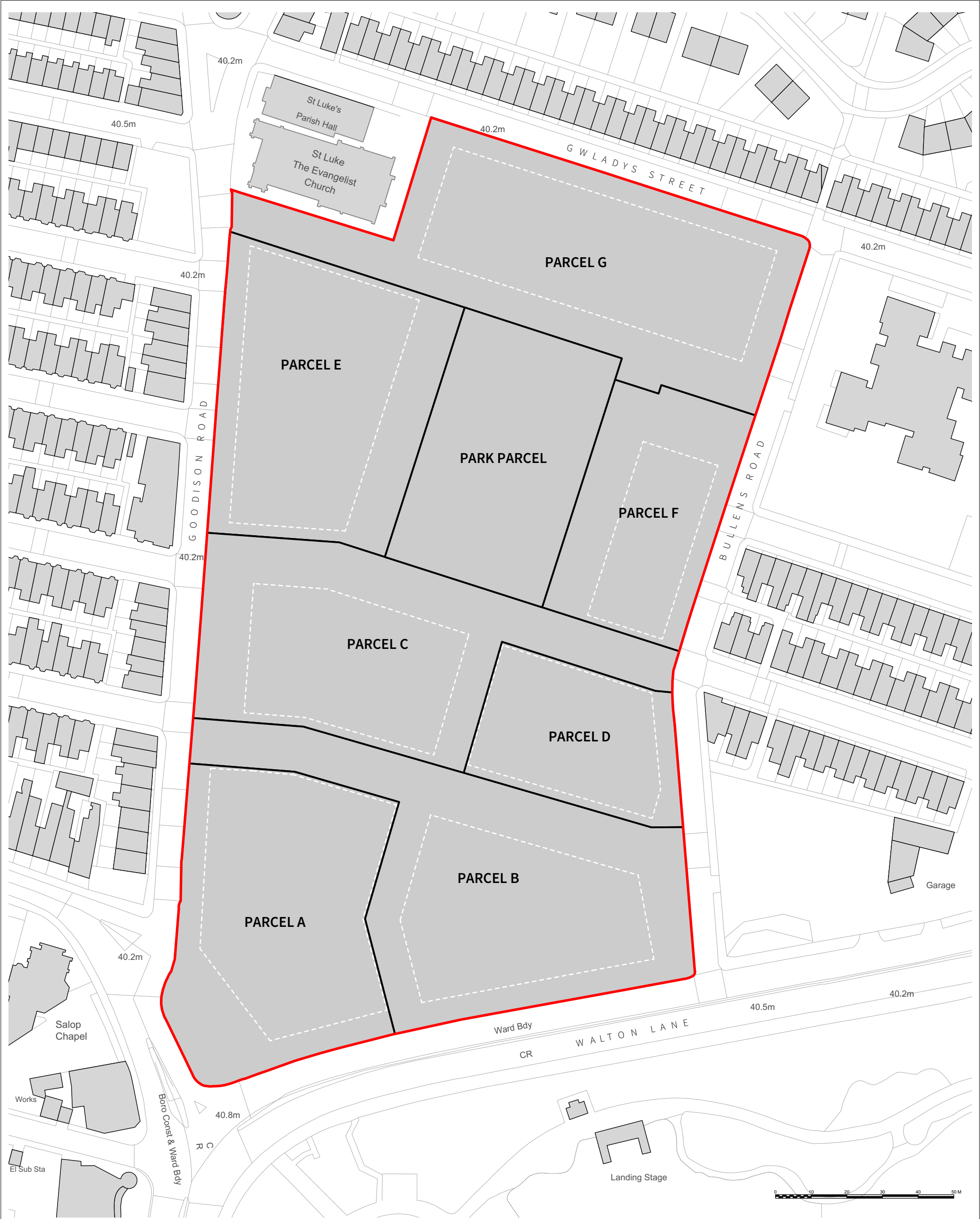


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- Development Parcels
- Development Plots

Figure 3.8

S4-P01	09-12-20	Parcel Parameter	CH	ALC
Revision	Date	Description	Drawn	Apprvd.

Client	Everton Football Club		
Project	2579 Goodison Legacy Project		
Org Title	Development Parcels Parameter Plan 07		
Created on	09.12.20	Created by	CH
		Approved by	ALC
Scale	1:1000	Size	A3
		Workstage	
Org No.	2579-PLA-XX-XX-DR-U-0014		Suitability
			S4
		Revision	P01

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