

Romal Capital

Plot C-02

Liverpool Waters Conformity Statement

262812-00 7 November 2019

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

262812-00

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1 Introduction

1.1 General Overview

This Liverpool Waters Conformity Statement has been prepared by Arup on behalf of Romal Capital and supports the full planning application for:

Full planning consent for residential development of up to 538 units (Use Class C3) and ground floor commercial space (Use Classes A1, A3 or A4) with associated partial dock infill of West Waterloo Dock, access, parking, servicing, soft and hard landscaping and public open space including a floating timber jetty and dockside walkway.

Liverpool Waters (LW) is a major regeneration scheme involving the mixed use redevelopment of 60 hectares of redundant docks along Liverpool's historic waterfront. Outline planning consent for the scheme was granted on 19 June 2013 (100/2424).

Although the proposed scheme sits within the LW site under Plot C-02, it is standalone to the outline consent and a full planning application is being submitted for the proposed scheme. It is important to note that there is no legal or planning policy requirement for the proposed scheme to be in conformity with the extant Liverpool Waters outline consent, but this Conformity Statement sets out how the development does not significantly impact the future delivery of the outline consent. Where the development is not in conformity with the outline consent, this report sets out why this is and provides justification and clarification.

Whilst this is a standalone planning application, it is intended that the application deals with any potential impact on the extant LW outline consent. Over the past 3 years, a number of standalone planning applications have been consented within the Liverpool Waters site boundary (specifically Neighbourhood A - Princes Dock and Neighbourhood C - Central Dock) which have all included a LW Conformity Statement. This planning application follows the same approach to these consented schemes.

This Conformity Statement sets out the proposed scheme against the LW Outline Consent and should be read in parallel with the supporting documentation which have been submitted as part of this full planning application, specifically the:

- Planning Statement;
- Design and Access Statement;
- Landscape Statement; and
- Environmental Assessment.

1.2 Liverpool Waters Overview

This section gives a background to LW in terms of the quantum of development which it has consent for and key conditions that set the overarching strategy for conformity. As previously referred to, the full decision notice can be found on Liverpool City Council's website and holds the planning application reference 10O/2424. All conditions are also set out in section 6 of this report.

Condition 1 of the LW outline consent approves a maximum quantum of development across the whole of the Liverpool Waters scheme. This includes:

- 314,500sqm of office space (Class B1 Businesses);
- 733,200sqm of residential space accommodating 9,000 residential units (Class C3 Dwelling houses);
- 19,100sqm of comparison retailing (Class A1 Shops);
- 7,800sqm of convenience retailing (Class A1 Shops);
- 27,100sqm of restaurants and cafes (Class A3);
- 19,200sqm of drinking establishments (Class A4);
- 8,900sqm of non-residential institutions (Class D1)
- 33,300sqm of assembly and leisure (Class D2); and
- 412,800sqm of parking (Sui Generis)

The site area of LW covers a large area of Liverpool Central & Northern Docks (Bramley Moore, Nelson, Salisbury, Collingwood, Trafalgar, Clarence Graving, West Waterloo, Princes Half Tide & Princes Docks). The area is subdivided into five neighbourhoods as outlined in the Liverpool Waters Parameter Plan Report (April 2019) which supports the Liverpool Waters permission. These are:

- Neighbourhood A – Princes Dock
- Neighbourhood B – King Edward Triangle
- Neighbourhood C – Central Docks
- Neighbourhood D – Clarence Docks
- Neighbourhood E – Northern Docks

In Schedule 1 of the LW outline consent, a maximum agreed floor space for Central Docks Neighbourhood is set out. This includes:

- 165,900sqm of office space (Class B1 Businesses)
- 235,300sqm of residential space (Class C3 Dwelling houses);
- 8,700sqm of comparison retailing (Class A1 Shops);
- 4,200sqm of convenience retailing (Class A1 Shops);
- 11,900sqm of restaurants and cafes (Class A3);
- 12,600sqm of drinking establishments (Class A4);
- 600sqm of non-residential institutions (Class D1);

- 30,700sqm of assembly and leisure (Class D2); and
- 180,400sqm of parking (Sui Generis)

Through the LW Outline Consent (10O/2424), development should only be implemented when in general conformity with the Principal Application Documents (Condition 3 of the Outline Consent). The LW Parameter Plan Report (April 2019) is referred to within this condition and the need to generally conform to the Parameter Plan Report is detailed further within Condition 4 of the Outline Consent.

Condition 4 states that development under the benefit of this permission shall conform generally to the parameters set out in the Parameter Plans and no reserved matters applications shall be submitted for any development which:

- a) Differs from the boundaries of the Neighbourhoods indicated on Parameter Plan 002;
- b) Differs from the phasing sequence to that indicated in Parameter Plan 003;
- c) Differs from the development Parcels specified in Parameter Plan 004;
- d) Differs from the development Plots specified in Parameter Plan 005;
- e) Exceeds the building heights specified in Parameter Plan 006.

Unless otherwise agreed by the Local Planning Authority.

The reason for this level of control was because the outline consent was subject to an Environmental Impact Assessment and a Transport Assessment and any material alteration to the overall configuration tested might have an impact that has not been assessed by the outline application.

This Conformity Statement will assess the proposed scheme against the Parameter Plan reports to identify any non-conformity with the LW consent. However, it is important to state that this standalone application is supported by its own Environmental Impact Assessment and Transport Assessment which considered the scheme and its effects on the outline consent and other committed developments which have come forward since the outline consent was approved in 2013.

In addition to the LW Parameter Plan, the LW Outline Consent contains 76 conditions which are split up in 5 parts.

- Part A – Overall Development Quantum & Parameters – Conditions 1 to 5
- Part B – Time Limits – Conditions 6 to 8
- Part C – Information to be Submitted Prior to the Submission of Applications for Reserved Matters Approval – Conditions 9 to 24
- Part D – Details to be provided with Reserved Matters Applications – Conditions 25 to 43
- Part E – Compliance Conditions – Conditions 44 to 76

The proposed scheme is reviewed against each one of these conditions to assess conformity in Chapter 6.

1.3 The Proposed Scheme

This section introduces the proposed scheme in more detail, this information will then be used to assess the development against the LW Parameter Plan Report and the conditions set out within the outline consent.

The main elements of the proposal are summarised as follows:

Construction of a residential development consisting of four 10 storey, 32.4m blocks accumulating in 538 residential units and commercial floorspace consisting of:

- Approximately 400 sqm of commercial space with the consent for either use classes A1, A3 or A4 and 103sqm of residential amenity space.
- 379 1-bedroom apartments (70%);
- 137 2-bedroom apartments (26%); and
- 22 3-bedroom apartments (4%).
- 165 car parking spaces (equating to an 31% parking provision) comprising of:
 - 42 car spaces
 - 10 disabled spaces
 - 13 electric vehicle spaces
 - 280 secure cycle spaces
- Partial infill of the West Waterloo Dock to create new land to construct the development;
- Creation of new public open space, a 6m dockside walkway, timber jetties for mooring of boats within West Waterloo Dock;
- Residential amenity space including
- Provision of an enhanced pedestrian and cycle link to further support connection into the wider Central Docks neighbourhood. This enhanced pedestrian and cycle link will connect to the proposed pedestrian link within the neighbouring Isle of Man Ferry Terminal development.

The proposed scheme will provide residential and commercial space on derelict land at Central Docks. Through the provision of a protected waterfront route, the scheme will allow people to connect into other areas of Central Dock and enhance the pedestrian and cyclist route which is key to this area of Liverpool Waters to encourage sustainable connectivity.

Through the implementation of the neighbouring Isle of Man Ferry Terminal consent (18F/3231), the site will also help establish a stronger connectivity between Princes Dock and Central Dock, thus reducing the perception of this area of waterfront being disjointed and connecting it more to the city centre.

The proposed scheme will also ensure that the route along the Northern Link Road (17F/2628) becomes a more desirable route for pedestrians due to the high-quality landscaping and architecture that are proposed in this location.

Without this scheme being brought forward, there would be an area of underused, derelict land between the proposed Isle of Man Ferry Terminal and the north of Central Docks (which apart from C-04/C-06 is currently undeveloped). Having this proposed scheme next to the Isle of Man Ferry Terminal enhances the regeneration of Central Docks and continues the vision of Liverpool Waters, acting as a catalyst for further development to take place within Central Docks.

No development on this site would ultimately leave an area of poor quality space which would be an eyesore to whoever passes it either from the Isle of Man Ferry Terminal or from pedestrian access through the connections from Princes Dock.

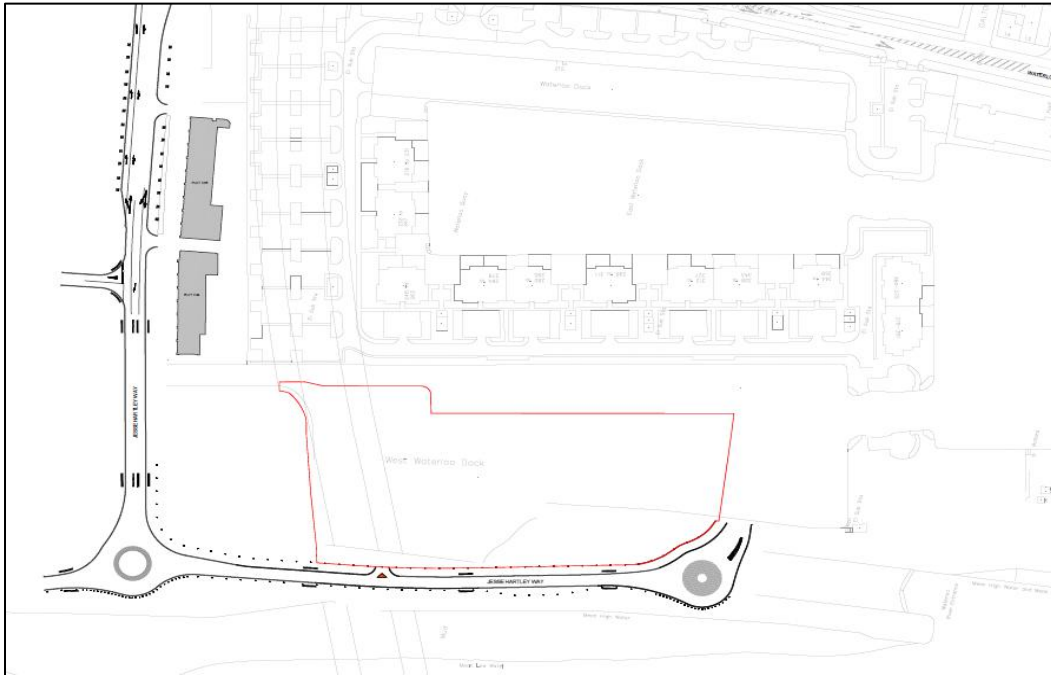


Figure 1 – Plot C-02 General Arrangement Plan

2 Site Planning History

The following applications have been submitted, granted consent or refused by Liverpool City Council (LCC) within or around the development site. Further information regarding each application can be found on LCC's website using the planning reference number provided.

[Planning Ref: 06F/2292 – Refused 10/10/06](#)

Trafalgar Dock and West Waterloo Dock, Waterloo Rd, Liverpool, L3

To carry out engineering works so as to narrow and re-align the Liverpool Canal Link through Trafalgar and West Waterloo Docks; to bridge the canal link at Trafalgar Dock and to backfill the remainder of West Waterloo Dock to 0.5 metres below quayside level, using suitable material arising from the construction of the canal channel (Resubmission of application 06F/1421 - withdrawn).

[Planning Ref: 10O/2424 – Approved 19/06/13](#)

Liverpool Central & Northern Docks (Bramley Moore, Nelson, Salisbury, Collingwood, Trafalgar, Clarence Graving, West Waterloo, Princes Half Tide & Princes Docks), L3

Outline Application: The comprehensive redevelopment of up to 60 hectares of former dock land to provide a mixed use development of up to 1,691,100 sq m, comprising: up to 733,200 sq m residential (Class C3) (9,000 units), up to 314,500 sq m business (Class B1), up to 53,000 sq m of hotel and conference facilities (Class C1) (654 rooms), up to 19,100 sq m of comparison retailing (Class A1), up to 7,800 sq m of convenience retailing (Class A1), up to 8,600 sq m of financial and professional services (Class A2), up to 27,100 sq m of restaurants and cafes (Class A3), up to 19,200 sq m of drinking establishments (Class A4), up to 8,900 sq m of community uses (Class D1), up to 33,300 sq m of assembly and leisure (Class D2) up to 17,600 sq m for a cruise liner facility and energy centre (Sui Generis), up to 36,000 sq m for servicing (Sui Generis), and up to 412,800 sq m for parking (Sui Generis) together with structural landscaping, means of access, formation of public spaces and associated infrastructure and public realm works.

[Planning Ref: 17F/1628 – Approved 18/12/17](#)

Land to west of Waterloo Road, Plot C-04 and C-06, Central Docks, Liverpool Waters, Liverpool

To erect a part 14 and part 8 storey residential block (Use Class C3) comprising 237 apartments for market sale with commercial space at ground level to incorporate B1a (Office); A3 (Restaurant/cafe); and D2 (Leisure/gym) use; 51 parking spaces; 120 cycle parking spaces, together with plant; reception; hard and soft landscaping; access and associated works.

[Planning Ref: 17F/2628 – Approved 11/04/18](#)

West Waterloo Dock, Waterloo Road, Liverpool, L3 OBH

To construct new link road, leading from Waterloo Road into West Waterloo Dock to provide access to the proposed relocation of the Isle of Mann Ferry Terminal. Works to include widening of West Waterloo Dock Canal Bridge to accommodate new link.

[Planning Ref: 17O/3230 – Approved 11/04/18](#)

Land at Princes Jetty, Princes Dock, Liverpool Waters, Liverpool, L3

Hybrid application comprising Full application for the controlled dismantling and removal of the building shown on the Demolition Parameter Plan (Plan No.2), redundant mooring dolphins and dilapidated structures including the (timber framed and concrete decked) Princes Jetty in the River Mersey and; Outline planning application for the construction of a new Cruise Liner Terminal (to cater for an increase in the number of cruise passengers) on a suspended deck structure in the River Mersey at the Princes Jetty site, together with the erection of a vehicular link span bridge and pedestrian bridge/walkways (linking the new cruise terminal building and existing floating pontoons which act as the landing stage/berth for cruise ships, naval ships, working ships and prestige vessels); improvements to the existing landing stage (floating pontoons), including modification of existing buildings shown on the Demolition Parameter Plan (Plan No.2) and creation of an ancillary building for storage and for use by cruise related operational staff; improvements to Princes Parade to incorporate pedestrian crossing facilities, provision of terminal parking, pick up and drop off facilities and supporting development. The new cruise terminal building is intended to be used for city events when not in use for its primary cruise operations/port related purposes. All matters are reserved.

[Planning Ref: 18NM/2766 – Approved 16/11/18](#)

Liverpool Central & Northern Docks (Bramley Moore, Nelson, Salisbury, Collingwood, Trafalgar, Clarence Graving, West Waterloo, Princes Half Tide & Princes Docks), L3

Non-Material Amendment to replace Liverpool Waters Parameter Plan Report (November 2011) with Liverpool Waters Parameter Plan Report (October 2018) to revise:

- Parameter Plan 003 – Phasing Plan;
- Parameter Plan 004 – Development Parcels;
- Parameter Plan 005 – Development Plots; and
- Parameter Plan 006 – Building Heights.

In addition, to amend the wording of Conditions 3, 71 and specific text within Schedule 3 and 5; and the removal of Condition 75 within the Liverpool Waters Outline Planning Permission.

[Planning Ref: 18F/3233 – Approved 28/01/19](#)

Princes Dock, Liverpool

To install below ground heating network pipes with above ground connections to existing buildings (no's 8, 10, and 12 Princes Parade).

[Planning Ref: 18F/3231 – Approved 23/04/19](#)

Isle of Man Ferry Terminal, West Waterloo Dock

To construct new Ferry Terminal for the Isle of Man Government to replace existing ferry landing stage located at Pier Head with associated ancillary structures and associated marine equipment and works on land at Princes Half-Tide Dock with associated servicing and delivery via planned link road from Waterloo Road.

[Planning Ref: 19F/1038 – Approved 08/10/19](#)

Plot 11, Land off Princes Road, Princes Dock, Liverpool, L3

To erect 10 storey hotel (C1) including lobby, bar, cafe, restaurant, business suite at ground floor level, plant enclosure at roof level, visitor and coach parking, taxi pick-up and drop off point, hard and soft landscaping.

[Planning Ref: 19DIS/1315 – Approved 12/11/2019](#)

Central Docks, Liverpool Waters, Liverpool, L3

To discharge condition 11 (LW Central Docks Masterplan) attached to 10O/2424.

[Planning Ref: 19F/0079 – Approved 09/07/19](#)

Central Docks, Land to the west of Waterloo Road, Liverpool, L3

To construct a District Heating Network (Use Class: Sui Generis), consisting of a Central Docks Neighbourhood Energy Centre and a below-ground pipe network servicing Central Docks South (Liverpool Waters Neighbourhood C), in addition to two above-ground bridge pipe links (Leeds to Liverpool Canal Bridge adjacent plot C-04 and the Princes Half Tide Crossing).

[Planning Ref: 19F/1745 – Approved 08/08/19](#)

Land at Central Docks

To install District Heating Network (Use Class: Sui Generis) consisting of a below-ground pipe network servicing Central Docks South.

Planning Ref: 19NM/1121 – Approved 23/08/19

Liverpool Central & Northern Docks (Bramley Moore, Nelson, Salisbury, Collingwood, Trafalgar, Clarence Graving, West Waterloo, Princes Half Tide & Princes Docks), L3

Non-Material Amendment to replace Liverpool Waters Parameter Plan Report (October 2018) with Liverpool Waters Parameter Plan Report (April 2019) to revise:

- Parameter Plan 005 – Development Plots;
- Parameter Plan 006 – Building Heights; and
- Parameter Plan 007 – Access and Movement.

In addition, to amend the wording of Condition 3 within the Liverpool Waters Outline Planning Permission.

Planning Ref: 19RM/1817 – Approved 30/08/19

Liverpool Central & Northern Docks (Bramley Moore, Nelson, Salisbury, Collingwood, Trafalgar, Clarence Graving, West Waterloo, Princes Half Tide & Princes Docks), L3

Application to submit reserved matters for plot A-03 of Neighbourhood A (Princes Dock) as part of the Liverpool Waters Outline Consent (100/2424) following on from the approval of the initial reserved matters application for Plot A-03 (18RM/1554). Conditions which have been submitted as part of this application providing details include conditions 30,31,33,34,35,38,39,40,41,42,47,54. The reserved matters application seeks to gain consent for a 6-storey office development (B1 Use Class) with associated cycle parking, servicing and public open space.

Planning Ref: 19RM/1037 – Approved 17/09/19

Land at Princes Jetty, Princes Dock, Liverpool Waters, Liverpool, L3

Application for Reserved Matters (access, appearance, landscaping, scale and layout) following outline approval 17O/3230 - for the construction of a new Cruise Liner Terminal (to be used for city events when not in use for its primary cruise operations/port related purposes) on a suspended deck structure in the River Mersey at the Princes Jetty site, together with the erection of a vehicular link span bridge and pedestrian bridge/walkways (linking the new cruise terminal building and existing floating pontoons which act as the landing stage/berth for cruise ships, naval ships, working ships and prestige vessels); improvements to the existing landing stage (floating pontoons), use of an existing ancillary building for storage and for use by cruise related operational staff; improvements to Princes Parade to incorporate pedestrian crossing facilities, provision of terminal parking, pick up and drop off facilities and supporting development.

2.1 Summary

The planning application history listed above sets out a number of developments which have received consent in close proximity to the proposed scheme and shows that there is a range of development which is taking place around Liverpool's waterfront.

Key applications that could be seen as relevant to the proposed scheme include the Isle of Man Ferry Terminal (18F/3231) which sits adjacent to the proposal site and looks to partially infill some historic dockspace within the World Heritage Site. The LW Outline Consent (10O/2424) is also relevant and sets out the principle of development and partial infill of West Waterloo Dock for a development plot within the vicinity of the proposed scheme. This is detailed further through the consent of the LW Central Docks Masterplan (19DIS/1315) which designates plot C-02 to a predominately residential use.

The consent of a new link road (known commonly as Northern Link Road, 17F/2628) is currently being constructed and provides support for development along this area of Central Docks due to the full business case for the infrastructure set out within the 'Liverpool City Centre Connectivity, Phase 2 CO00205341 Full Business Case, May 2017'. The funding for the Northern Link Road was secured by LCC through a Liverpool City Region Single Investment Fund grant and the Full Business Case clearly sets out intention for the Northern Link Road to unlock the full potential of development within the LW site, including a series of plans and figures which show the partial infill of West Waterloo Dock and the creation of a series of development plots.

In the summary of the full business case to support grant funding of the road, it is stated that "It is clear that the proposed highways improvements to facilitate improved access to the Liverpool Waters development and Isle of Man Ferry Terminal are important to the growth plan and are required to accommodate accelerated growth in the wider area".

Throughout the business case, and in the subsequent plans attached to the Northern Link Road proposed, the proposed partial infill associated with the creation of development plots is clearly shown.

An application to re-align the Liverpool Canal Link through Trafalgar and West Waterloo Docks and to backfill the remainder of West Waterloo Dock was refused in 2006 (06F/2292). This application should also be considered as relevant to the proposed scheme due to the similarities around the infill.

However, it is important to state that this refused application proposed to infill almost all of West Waterloo Dock to improve a canal link which was already existing and brought about limited benefits. The proposed scheme looks to infill approximately 50% of West Waterloo Dock, therefore retaining a large area of waterspace whilst allowing a high-quality development to come forward which would provide city centre residential use as well as enhanced public realm and enhanced connectivities.

It is also important to highlight that the refused scheme was considered prior to the consent of Liverpool Waters which has consent in principle to partially infill West Waterloo Dock to bring forward the development plots C-01 and C-02 to the extent that the proposed scheme looks to infill.

3 Justification for Plot C-02 Orientation

3.1 Overview

As stated in Section 1, the proposed scheme sits predominately within plot C-02 and partially within plot C-01. The planning applications referred to in section 2 have an impact on the proposed scheme and help justify the change in orientation compared to the plot configuration shown within the LW Parameter Plan Report and is detailed further within section 4.

Originally, as part of the LW Outline Consent (10O/2424), it was envisioned that the new Liverpool Cruise Liner Terminal could be situated within plot C-01 with ancillary uses including a hotel (although it was never formally allocated within that plot as part of the consent). Nevertheless, it was decided that the Cruise Liner Terminal should be located in Princes Dock and this was consented through a standalone application as identified in section 2 (17O/3230).

Through the relocation of this development, the existing Isle of Man Ferry Terminal is required to be relocated and it was agreed between the Isle of Man Government and Liverpool City Council that the plot C-01 would be suitable for the new relocation of the ferry terminal. However, due to the smaller scale development, the Isle of Man proposal has not required the entire space of plot C-01. This planning application received consent in April 2019 (18F/3231).

To help service the Isle of Man, Liverpool City Council received a standalone planning consent to construct a new link road (commonly known as Northern Link Road) within Central Docks (17F/2628). The original road link proposed in the outline consent to service this area was intended to run along the dockside area. The Northern Link Road scheme received consent however for a road running along the waterfront side;

Therefore, these standalone applications have caused the project team to review the orientation of plot C-02 so the site is able to provide a development opportunity and connectivity into the wider Central Docks neighbourhood.

As the Northern Link Road has now been proposed for the east side of Central Docks (along the River Mersey) rather than along West Waterloo Dock, there is less development space available to C-022 than originally proposed. Therefore, the project team have liaised with the Isle of Man project team to ensure that both their consented scheme and this proposed scheme can work in parallel with each other and will not hinder the Isle of Man development coming forward, nor will it impact on the wider outline consent of Liverpool Waters. Due to the Northern Link Road's relocation, it is also considered necessary for the partial infill of West Waterloo Dock to still take place, as proposed in the LW Outline Consent.

A s96a Non-Material Amendment application was consented in August 2019 (19RM/1121) to amend the LW Parameter Plan Report, this was aligned with the discharge of Condition 11 (LW Central Docks Masterplan – 19DIS/1315) which was consented on 13th November 2019 and provided more detail on the delivery of Neighbourhood C : Central Docks and a suggestion of how plots should be delivered.

Importantly, this took into account the need to partially infill the West Waterloo Dock to ensure development (C-01 and C-02) could be delivered for a range of uses and to provide enhanced pedestrian and cyclist connectivity into Central Docks, an area of derelict land which hasn't been accessed by the general public for a number of years (see Figure 2 below). The updated LW Parameter Plan report also provided the necessary updates to show the realignment of the Northern Link Road.



Figure 2: Extract of Base Plan from the Central Docks Masterplan showing C-02 and the partial infill of West Waterloo Dock

3.2 Plot C-02 within the LW Central Docks Masterplan

As the approved and subsequent commencement of the Northern Link Road meant that it was no longer possible to bring forward Plot C-02 as originally consented in the LW outline consent. A s96a amendment was undertaken to amend the LW Parameter Plan Report and create a new Base Plan which was delivered through the approved LW Central Docks Masterplan (see Figure 2).

Within the Central Docks Masterplan, the C-02 footprint was designed to facilitate the delivery of the key pedestrian / cycle movement route to Princes Dock. The alignment to the plot to the north (plot C-03) is limited by the Mersey Tunnel easement, which in turn allows Cultural Square (as identified in PP007) to be respected and activated.

Through the predominate land use strategy set within the Central Docks Masterplan, C-02 has been allocated as mixed use but predominantly residential or commercial use. The residential typology strategy set within the Masterplan states that the plot is likely to provide a mix of larger and smaller residential unit sizes through an apartment style development.

The masterplan also identifies the plot to potentially be a secondary commercial location, having the option to engage with the primary movement routes and deliver a mix of larger ground floor floorplate blocks to manage the appropriate interface with surrounding development.

C-02's primary frontage on the ground floor should have a direct relationship with primary movement routes and/or key areas of public open space. The primary frontages must create a positive interaction between built form and the public realm.

Through the masterplan, Plot C-02 provides a flexibly sized plot to deliver development footprint in a number of different manners. Development within Plot C-02 is expected to address the following key principles:

- Mitigate and/or protect users from the harsh microclimatic conditions;
- Positively animate and address Cultural Square;
- Positively animate and address the Princes Dock link; and
- Ensure there is a clear distinction between public and provide realm to provide high quality amenity space for users of the plot.

Access must occur regularly with alternative access provided so safe access is provided at the windiest times.

The potential exists for some limited height gradation across Plot C-02 to limit overbearing onto Cultural Square, whilst still ensuring adequate enclosure onto the space.

The proposed scheme responds positively to the masterplan's key principles for C-02 and where possible aligns its design with the brief. The scheme ensures that the pedestrian / cycle movement is enhance along the dockspace to ensure connectivity through to the wider Central Docks estate.



Figure 3: Extract of the South Plots Constraints and Opportunity plan within the Central Docks Masterplan

The predominate use is residential with commercial proposals which allow the ground floor to be animated and activated, especially along the dockspace through the proposed covered walkway which would help promote the link between Central Docks and Princes Dock.

The Environmental Statement includes a chapter on Wind and the effects the proposed scheme will have on the microclimate of this area. Through mitigation which has been carefully considered in the scheme's design, the potential for harsh conditions at certain times of the year can be controlled and minimised, thus allowing the space to be used by all through the seasons.

The walkway along the dockspace also allows pedestrians and cyclists to take a more protected alternative route into the wider Central Docks estate should there be harsh weather conditions. This allows the dockspace to be reanimated and encourages the public to enjoy the waterspace further in addition to the commercial offers the proposed scheme will have.

As already set out in Section 5.7, the Cultural Square will be delivered should a Cultural Building be developed on the neighbouring Plot C-03. The landscaping for the proposed scheme has been considered in such a way so to provide an opportunity for Cultural Square to come forward and respond positively to neighbouring development. Through the pedestrian links proposed in the scheme and the green space adjoining the area proposed for Cultural Square, the development would not prevent future proposals coming forward

Therefore, the proposed scheme generally conforms to the brief for Plot C-02 set out within the Central Docks Masterplan and does not impact on the wider Liverpool Waters Outline Consent.

It is apparent however that the massing of Plot C-02 differs from what is proposed in the Central Docks masterplan and expands the plot layout (see figure 4). As set out in section 1.1 it is important to restate that there is no legal or planning policy requirement for the proposed scheme to be in conformity with the extant Liverpool Waters outline consent and it is because of this extension of plot that the planning application sits outside LW consent and is a standalone proposal.



Figure 4: Extract from the Design and Access Statement showing the site boundary in comparison to the LW plot parameter plan

As can be seen in Figure 4 however, although the development plot will be bigger than the massing of plot C-02 set within the LW consent, the proposals do not restrict other plots coming forward. It is also important to note that development is not proposed within the entirety of the red line, and public open space and car parking is also proposed, it is advised that the drawings package is reviewed for more details.

The reason for this steer away from the massing in the outline consent is due to the viability of the project. The application is supported by a Viability Report which explains how the proposed massing of Plot C-02 set within the LW Outline Consent and Central Docks Masterplan is unviable when considered in combination to the abnormal costs of the services and the partial infill of West Waterloo Dock. The next section provides the justification of requiring a large development plot through detailing the findings of the Viability Report.

3.3 The Viability of the Proposed Scheme

The Viability Report provides an assessment of the viability of the proposed scheme in relation to the ability or otherwise of providing significant infrastructure works to the immediate and surrounding area of Plot C-02.

The Viability Report is based on a planning and market led view that the infrastructure works required are crucial to the successful development of this part of LW in addition to the implementation of Cultural Square (which is also made up of reclaimed land from West Waterloo Dock) and that the scale of development required to support their cost will necessarily be greater than the level of development envisaged by the extant LW consent and consented Central Docks Neighbourhood Masterplan.

To show how due consideration has been given for the potential alternative options, the Viability Report sets out costs for a number of scenarios to assess the viability of several options, whether this be alternative massings or uses. The Viability Report sets out this assessment in more detail along with indicative plans to show how each option could be envisioned. In summary, the report considers:

3.3.1 Infrastructure Costs

The report sets out independently verified costs for the creation of a new dock edge, partial infill of a West Waterloo Dock, a dockside walk and landscaping to provide the important connection required to align with the Liverpool Waters vision of connecting Central Docks to the existing City Centre and Princes Dock. This scenario was called **Baseline Position (a)**. Another scenario was costed, called **Baseline Position (b)** which assessed how much it would cost if the infill was reduced by half. This was to see whether development would be more viable should infrastructure costs be lower.

However, the calculations showed that the cost would not be outweighed by the reduction of dock infill area, there was only a nominal reduction compared to the original proposal. This was due to the initial works required whatever the level of dock infill and it was this works which were the substantial, abnormal costs.

The infrastructure costs to make good the dock wall, improve the quality of the current area and partially infill West Waterloo Dock were then used to undertake a number of Development Appraisals for a range of Residential options.

3.3.2 Development Options

A number of development appraisals were undertaken on a range of residential options which illustrate the viability or otherwise of each proposal.

The Viability Report sets out the options in more detail and clearly shows how each option was calculated. This section summarises the findings.

The options considered were as follows:

1. The original submitted application

- In 2018 the original submitted application was for:
- 646 apartments with a total of 115 car spaces.
- The development appraisal illustrated a net profit on cost of 17.1%.

2. Central Docks Masterplan

- The Central Docks masterplan option set out a development proposal which was in line with the massing and the parameters of what was allocated for Plot C-02, set within the Central Docks Masterplan.
- This formed a design which provided 327 apartments and 126 car spaces.
- The development appraisal illustrated a net profit on cost of 0%.

3. Revised Masterplan Extended

- The revised masterplan extended option set out a development proposal which expanded on what was set out in the Central Docks Masterplan whilst not causing any conflict to the other development plots around the site.
- The design provided 436 apartments and 108 car spaces.
- The development appraisal illustrated a net profit on cost of 7.6%

4. Current Scheme

- This is the scheme which is the revision from option 1 and is considered as part of this planning permission
- The design provides 538 apartments and 165 car spaces.
- The development appraisal illustrated a net profit on cost of 13.6%

5. Half Infill

- An option was considered which assumes only part of the dock was infilled to provide for a smaller scheme and reduce the impact of dock infill.
- The design provided 262 apartments and 115 car spaces.
- The development appraisal illustrated a net profit on cost of -6.5%

Separate development appraisals were completed to compare the residential options considered with hotel and office uses.

3.3.3 Conclusion of Development Appraisal

In summary, of the options set out, only option 1 and 4 provided acceptable levels of return based on a suitable development platform. All the other options provided either insufficient, very nominal or negative returns and thus weren't able to support the infrastructure, abnormal costs and landscaping required. Through discussions with Liverpool City Council the design of option 4 (current scheme) was felt more desirable than options 1 or 3 and therefore this scheme has been developed further as part of this application.

3.3.4 Alternative Uses

To show that a predominately residential use was the most viable and suitable use for Plot C-02, development appraisals for alternative uses were also undertaken and this section summarises the findings. To assist with the accuracy and robustness of the findings, professional experts were consulted to provide advice on the viability of each use.

1. Hotel

- The location was currently regarded as “secondary” for a hotel and it was considered that the site suffers from difficult and restricted access for this type of use at this stage in time.
- The market would consider the optimum hotel size to be circa 250 rooms and if a hotel was to be contemplated in this location, a significant amount of discounting in order to fill the rooms would be required.
- Due to the abnormal costs and the location, the appraisal indicated that a hotel scheme would produce a significant deficit of -34.9% net profit on cost.

2. Commercial Offices

- A building of this scale set out within the Central Docks masterplan would only be developed on agreement of a large pre-letting at this current time in Liverpool. The location was considered somewhat remote from the rest of the core commercial business district and lacking in terms of public transport links.
- Current rents on Princes Dock are in the region of £18.50 per square foot and in order for new build offices to be financially sustainable, it is considered that a rent level in the order of £25.00 per square foot would need to be achieved. To date, this figure has never been achieved within Liverpool city centre.
- Based on a scheme which provides the quality required for Grade A offices in terms of surroundings, infrastructure and landscaping, the appraisal indicated a deficit of -8.9% net profit on cost.

3.3.5 Conclusion of Alternative Uses

The above section clearly shows that the 2 alternative uses that would be considered likely options for this location were not financially viable and therefore it is considered that at this time, residential use could be the only viable form of development that could support a scheme with such abnormal costs.

3.3.6 Overall Conclusion

It is clear that residential development on Plot C-02 is the only viable use to ensure that the infrastructure works, and high-quality landscaping and public realm required to achieve public benefits are capable of being funded.

Of these options set out in section 3.3.2, option 1 and 4 provided acceptable levels of return which provided evidence that there was a requirement to extend the massing of the Plot C-02 layout set out in the Central Docks Masterplan. These findings therefore led to the design team revisiting the scheme to amend the proposals in such a way that they would be more sensitive to the historic surroundings and closer to the parameters of the LW outline consent. The design team therefore evolved the development into the proposed scheme under this application which is more in line with option 4.

This allowed the development to be viable whilst providing the crucial public benefits which were required within this plot to ensure enhanced connectivity and high quality public realm, open space and waterfront interaction.

This section therefore concludes that although the proposed scheme is not in conformity with the layout and massing of Plot C-02 as set out in the Central Docks Masterplan and LW Conformity Statement, the change is required to provide a viable development and even then, the scheme does not restrict development and progression through the Liverpool Waters Outline Consent.

The section set out the justification for the changes to Plot C-02 compared to the plot consented in the outline consent. The following sections will now assess the proposed scheme in more detail, specifically to certain parts of the consent and parameter plans.

4 Compliance with Liverpool Waters Quantum Development

Condition 1 of the LW outline consent approves a maximum quantum of development across the whole of the Liverpool Waters scheme. This includes:

- 314,500sqm of office space (Class B1 Businesses);
- 733,200sqm of residential space accommodating 9,000 residential units (Class C3 Dwelling houses);
- 19,100sqm of comparison retailing (Class A1 Shops);
- 7,800sqm of convenience retailing (Class A1 Shops);
- 27,100sqm of restaurants and cafes (Class A3);
- 19,200sqm of drinking establishments (Class A4);
- 8,900sqm of non-residential institutions (Class D1)
- 33,300sqm of assembly and leisure (Class D2); and
- 412,800sqm of parking (Sui Generis)

In Schedule 1 of the LW Outline Consent, an agreed maximum floor space quantum for Central Docks Neighbourhood is set out. This includes:

- 165,900sqm of office space (Class B1 Businesses)
- 235,300sqm of residential space (Class C3 Dwelling houses);
- 8,700sqm of comparison retailing (Class A1 Shops);
- 4,200sqm of convenience retailing (Class A1 Shops);
- 2,600sqm of financial and professional services (Class A2)
- 11,900sqm of restaurants and cafes (Class A3);
- 12,600sqm of drinking establishments (Class A4);
- 35,400sqm of hotels (Class C1)
- 600sqm of non-residential institutions (Class D1);
- 30,700sqm of assembly and leisure (Class D2);
- 17,500sqm of servicing;
- 180,400sqm of parking (Sui Generis); and
- 16,600sqm of Sui Generis 'other' (Sui Generis)

The consented LW Central Docks Masterplan has considered the maximum floorspaces listed above in more detail and sets out a revised, more specific mix of quantum of development. This includes:

- 55,000 sqm of office space (Class B1 Businesses)
- 235,300sqm of residential space (Class C3 Dwelling houses);

- 10,000sqm of retail space (Class A1, A2, A3 or A4);
- 35,400sqm of hotel space (Class C1);
- 600sqm of non-residential institutions (Class D1);
- 25,000sqm of assembly and leisure (Class D2);
- 12,500sqm of 'other' (Sui Generis); and
- Approximately 2,000 car parking spaces (Sui Generis).

The proposed scheme will provide approximately 32,833sqm of residential floorspace (Class C3) (538 units) and 400sqm of commercial space (with the option of either A1, A3, A4 use classes) all of which falls within the Liverpool Waters redline boundary.

The proposed scheme will therefore sit well within the maximum threshold for the quantum of uses permitted in the Central Docks Neighbourhood whether that be Schedule 1 of the LW Outline Consent or the mix of uses set within the LW Central Docks Masterplan.

Therefore, whilst a standalone application, the proposed scheme will not negatively impact the quantum of development permitted in Liverpool Waters even when combined with the already consented schemes described in section 2 and will further development to come forward within the parameters of the quantum of development.

5 Compliance with Liverpool Waters Parameter Plans

The outline consent is defined by ten Parameter Plans as set out in the revised LW Parameter Plan Report (April 2019). The below sets out how the proposed scheme relates to each one and concludes whether there is general conformity.

5.1 Parameter Plan 001 – Location Plan

PP001 is the site location plan (red line) for Liverpool Waters. As indicated above, the planning application site falls entirely within the red line boundary of the extant Liverpool Waters Outline Planning Consent and therefore conforms to PP001.

5.2 Parameter Plan 002 – Neighbourhood Plan

PP002 identifies the 5 neighbourhood areas (A-E). This proposal is located within Central Docks (Neighbourhood C) entirely within the Liverpool Waters outline consent red line boundary and therefore conforms to PP002

5.3 Parameter Plan 003 - Phasing

PP003 identifies Neighbourhood C – Central Docks as Phase Two (2020-2036) of the Liverpool Waters development. The supporting text of PP003 states that “the final delivery of the development may alter from the phasing”, a degree of flexibility will therefore need to be retained to ensure that the proposal can respond to inevitable market and demand changes.

The proposed scheme follows the natural phasing progression of Liverpool Waters and as such is considered to conform to PP003. Developments within Central Docks have already commenced which provides further support to show that the proposed scheme would not bring any conflict to the neighbourhood phasing.

5.4 Parameter Plan 004 – Development Parcels

PP004 breaks each neighbourhood down into 27 development parcels. Within these parcels, building plots, public realm and infrastructure to support the LW proposal will be accommodated and the decision notice.

The proposed scheme sits within the majority of parcel 3b but is also aligned with parcel 3a and 3c. Although the proposed scheme bridges across 3 parcels when it original was only to be included in one (Parcel 3b), this doesn't prejudice development coming forward within parcel 3a or 3c. This can clearly be seen with parcel 3a as the Isle of Man Ferry Terminal has been consented via a standalone full consent.

Due to the smaller nature of the Isle of Man Terminal compared to what was originally set out within the LW Parameter Plan Report for development within parcel 3a, it is considered that the proposed scheme entering into parcel 3a will

not prejudice the delivery of the standalone Isle of Man proposals, nor will it prevent the wider outline consent coming forward.

The project team for the proposed scheme has liaised with the Isle of Man project team to ensure consistency in regard to design and parcel location and this will continue during the planning determination and construction process.

The proposed scheme enters into parcel 3c slightly and therefore still leaves considerable space for a development to still be considered within that parcel.

Schedule 5 of the LW Outline Consent sets out that *“Central Park shall be commenced at the same time as the start of any construction work to provide buildings in any of development Parcels 3a, 3b, 3c, 3d and 3f.* It is important to note that this does not put the onus on the developer constructing within these mentioned parcels to start commencing Central Park themselves. It is the responsibility of the applicant of Liverpool Waters to commence this works unless otherwise agreed with the LPA. Through the consented Central Docks Phasing Plan (Condition 12 of the LW Outline Consent) further information if given on the timetable of bringing key infrastructure and public realm and the document states that the first part of Central Park (Central Park South) would be implemented in Phase 1 and Plots C-05A and C-05B.

Although the proposed scheme doesn't commit to commencing Central Park (as it is a standalone application) it does deliver other high quality public realm through the inclusion of the timber walkway which activates dock space activities and allows pedestrians and cyclists enhanced connectivity along a key route (set out further in section 5.7).

Therefore, although the proposed scheme doesn't conform exactly to PP005 it does not restrict development plots, public realm or infrastructure to support LW coming forward within this area of the outline consent.

5.5 Parameter Plan 005 – Development Plots

PP005 identifies broad areas within the LW site which proposed buildings will be located. The development plots in themselves can contain a number of potential buildings.

As described in section 3, the proposal sits within the majority of development plot C-02 but is of bigger mass than what is set out within PP005, it therefore enters into development plot C-01. However, as with PP005 due to the consented Isle of Man Ferry Terminal being considerably smaller than what was originally set out for plot C-01's massing, plot C-02 does not prejudice the development of this development.

The project team for the proposed scheme has liaised with the Isle of Man project team to ensure consistency in regard to design and parcel location and this will continue during the planning determination and construction process.

Through the consented Central Docks Phasing Plan (Condition 12 of the LW Outline Consent) further information if given on the timetable of bringing key infrastructure and public realm and the document states that the C-02 should assist C-01 with the delivery of the Princes Dock / Central Docks route including the link bridge. The proposed scheme complies with this by providing enhanced

public realm along the canal side to improve connectivity for pedestrians and cyclists into Central Docks.

Therefore, although the proposed scheme doesn't conform exactly to PP005 it does not restrict development plots, public realm or infrastructure to support LW coming forward within this area of the outline consent.

5.6 Parameter Plan 006 – Building Heights

PP006 sets the maximum heights of the proposed buildings within the areas of built development. The maximum building height is measured to the top of a parapet for flat roofs and the top of the ridge for pitched roofs. As the majority of the proposed scheme falls within the location of Plot C-02, the height that the development should conform to is 30m, which is considered a Medium-rise building (as it is any building over 21m and under 45m).

The proposed scheme is 32.4m and is therefore 2.4m above the height set within PP006 for C-02. However, this is only an 8% increase in height, so it could be argued that the proposed scheme is in general conformity with PP006 as set out in Condition 4 of the LW Outline Consent. However, due to the increase in massing of the proposed scheme (as set out in section 3) compared to the C-02 plot within PP005, although the height is of a minimal increase compared to what is consented, the increase in massing also has an impact on the setting of the plot and therefore the proposed scheme doesn't conform exactly to PP006.

Nevertheless, this non-conformity still doesn't impact the deliverability of the Liverpool Waters Outline Consent. The change in height and massing does not significantly affect the wider LW scheme as set out within the Townscape Visual Impact Chapter of the ES. Further details of the scheme evolution can be found within the supporting Design and Access Statement and a Townscape and Visual Impact Assessment is part of the Environmental Statement which also supports this planning application.

5.7 Parameter Plan 007 – Access and Movement Plan

PP007 provides indicative pedestrian and cycle routes within the site. The Plan also identifies indicative water body crowding

A proposed walkway runs alongside the inside of the dock wall across from the Alexandra Tower Crossing at Princes Dock running north into the rest of Central Docks, Clarence Docks and Northern Docks. The proposed scheme looks to contribute to a part of this walk way which runs through the site of C-02 and features a walkway north/south through the site along the West Waterloo Dock inner wall. The proposed scheme provides a high quality, pedestrian and cyclist friendly walkway along the dock space which will also be protected from the elements to ensure that sustainable connectivity is connected into the rest of the LW site in addition to Princes Dock (subject to the delivery of the consented Isle of Man Ferry Terminal proposals). Through the proposals, there will also be an east/west connection that allows pedestrians and cyclists in the future to cross to a walkway along the River Mersey and continue safely into the rest of Liverpool Waters. Therefore, the proposals conform with this aspect of PP0-7 and the development is necessary to provide this wider connection to the rest of the Liverpool Waters site for the general public.

Under Schedule 5 of the outline consent the Cultural Square located on Parcel 3c (and identified within PP007) is only required to be brought forward when development commences specifically on a Cultural Building in that location (Plot C-03). Therefore, the trigger for building a public square in this location is specific to the development within Parcel 3c / Plot C-03 being for a cultural use. The slight extension of the proposed scheme into parcel 3c does not trigger the need for a cultural square as the proposed scheme is residential and commercial use, however the development will enhance pedestrian and cycling connectivity through the small area of space which the proposed scheme has extended into. As the space is being used as surface car parking and has been treated with high quality landscaping it is therefore in keeping with the principle of public space which has been consented and/or been implemented locally along the waterfront within Princes Dock, and will not prevent the delivery of the cultural square in the future. Should a Cultural Building be brought forward within plot C-03, it will be for the associated development to consider how this public realm will interface with that of C-02.

Through the consented Central Docks Phasing Plan (Condition 12 of the LW Outline Consent) further information is given on the timetable of bringing key infrastructure and public realm and the document states that Cultural Square must be implemented in full prior to the occupation of Plot C-03 and the delivery of Plot C-03 would happen along with the remaining Cultural Square.

The proposed scheme will provide a pedestrian and cycling connection as identified within PP007 and does not impact on the delivery of the Cultural Square should there be a time in the future that a Cultural Building delivers that public open space. Therefore the proposals generally conform with Parameter Plan 007.

5.8 Parameter Plan 008 – Car Parking Plan

PP008 illustrates the site providing one level of podium parking. The proposed scheme will not provide the same level of parking and instead the proposal will provide a level of service car parking within the design. Further detail is provided in the Transport Assessment accompanying this application. The proposed scheme does partially conform to PP008 as it provides a degree of car park parking and through this does not prevent further development within Liverpool Waters in coming forward.

5.9 Parameter Plan 009 – Buildings to be demolished

P009 identifies the buildings that are required to be demolished in order to deliver the LW proposal. This proposed scheme does not impact on the Buildings to be Demolished as outlined in PP009. This proposal therefore conforms to PP009.

5.10 Parameter Plan 010 – Areas of High Potential for Underground Archaeology

PP010 identifies areas with high potential for underground Archaeology, which predominantly follow the alignment of the existing and former dock walls and elements of the Jetty. The development plot is within an area where there is high

potential of underground archaeology. This is considered in further detail in the Cultural Heritage and Archaeology sections of the Environmental Statement accompanying this application and it is expected that further investigations will be required prior to commencement of development and this control will be agreed with the LPA through a suitably worded condition. The proposed scheme therefore conforms to PP010.

5.11 Summary

Overall, the proposed scheme generally conforms to the LW Parameter Plan Report. Where the scheme does not conform (PP004 Parcels, PP005 Plots and PP006 Heights), justification has been provided and conclusions have shown that despite this non-conformity, the proposed scheme does not prevent the rest of the LW Outline Consent from being developed out.

6 Liverpool Waters Outline Conditions Conformity

The conditions supporting the outline approval for Liverpool Waters are in 5 parts: A – E as set out below:

- Part A – Overall Development Quantum & Parameters – Conditions 1 to 5
- Part B – Time Limits – Conditions 6 to 8
- Part C – Information to be Submitted Prior to the Submission of Applications for Reserved Matters Approval – Conditions 9 to 24
- Part D – Details to be provided with Reserved Matters Applications – Conditions 25 to 43
- Part E – Compliance Conditions – Conditions 44 to 77

This section sets out the condition as written in the outline consent and responds to each one in reference to the development. As the proposed scheme is a standalone application, it is likely that the planning application has either responded to certain conditions either through the supporting documentation or will be dealt with through a condition of the standalone decision notice for C-02.

Part A – Overall Development Quantum & Parameters	
Condition	Response
<p>1 This outline planning permission approves the following maximum quantum of development (gross internal floorspace):</p> <p>314,500 sq m of office space (Class B1 Businesses);</p> <p>733,200 sq m of residential space accommodating 9,000 residential units (Class C3 Dwelling Houses);</p> <p>53,000 sqm of hotel and conference (Class C1 Hotels);</p> <p>19,100 sq m of comparison retailing (Class A1 Shops);</p> <p>7,800 sq m of convenience retailing (Class A1 Shops);</p> <p>8,600 sq m of financial and professional services (Class A2);</p> <p>27,100 sq m of restaurants, cafes (Class A3);</p> <p>19,200 sq m of drinking establishments (Class A4);</p> <p>8,900 sq m of non-residential institutions (Class D1);</p> <p>33,300 sq m assembly and leisure (Use Class D2);</p> <p>17,600 sq m of cruise liner terminal and energy centre (Sui Generis);</p> <p>36,000 sq m internal servicing (Sui Generis)</p> <p>412,800 sq m parking (Sui Generis).</p>	<p>The proposed scheme will provide for residential development of approximately 32,833sqm (538 units) (Use Class C3) and ground floor commercial space (Use Classes A1, A3 or A4) of 400sqm with associated partial dock infill of West Waterloo Dock, access, parking, servicing, soft and hard landscaping and public open space including a floating timber jetty and dockside walkway.</p> <p>As a result, this proposal will conform to Condition 1.</p>

<p>Reason: To ensure that the development is carried out in accordance with the approved plans and within the parameters of the grant of planning permission, including the principles of the Masterplan and the details of the application that have been assessed by the Environmental Impact Assessment and other supporting application documents.</p>	
<p>2The total floorspace provided within each neighbourhood shall not exceed the amount defined for each land use provided in Table 2.2 of the Statement of Key Development Principles and as shown in Schedule 1 of this permission.</p> <p>Reason: The floorspace allocations referred to have been subject to Environmental Impact Assessment and the Transport Assessment (November 2011) and any material alteration to the configuration proposed and hereby approved may have an impact that has not been tested by the EIA.</p>	<p>Table 2.2 of the Statement of Key Development Principles and Schedule 1 of the Liverpool Waters Outline Planning Consent are clear that 235,300 sq metres of Dwelling Houses (C3) is planned for the Central Dock Neighbourhood.</p> <p>The proposal will provide 32,833sqm of C3 development.</p> <p>The proposed scheme will therefore sit well within the maximum quantum of Dwelling Houses (C3) uses permitted in the Central Dock Neighbourhood.</p> <p>Accordingly, the proposed scheme will conform to the maximum floorspace set out within Condition 2 of the Liverpool Waters Outline Planning Consent.</p>
<p>3 The development hereby approved shall only be implemented in general conformity with the following submitted application documents (The Principal Application Documents):</p> <p>Updated Planning Application form (November 2011); Statement of Key Development Principles (November 2011); LW Parameter Plan Report (incorporating Parameter Plans) (April 2019); Design and Access Statement (November 2011); Building Characterisation & Precedent Study (November 2011) (“BCPS”); Public Realm Characterisation & Precedent Study (November 2011) (“PRCPS”); Conservation Management Plan for the Protection, Conservation and Preservation of Heritage Assets (November 2011); Liverpool Waters Indicative Masterplan (October 2011)</p> <p>received by the Local Planning Authority on the 8th & 16th December 2011 and October 2018.</p> <p>Reason: To ensure that the development is carried out in accordance with the application hereby approved and delivers a sustainable, co-ordinated and high quality form of development in accordance with Liverpool Unitary Development Plan (2002), Liverpool Submission Draft Core Strategy (2012), the National Planning Policy Framework (NPPF) (2012) and Liverpool’s Maritime Mercantile World Heritage Site SPD (2009).</p>	<p>This planning application relates to the development proposal only and stands separate to the Liverpool Waters proposal. Section 5 of this document sets out how the proposed scheme reacts to the LW Parameter Plan Report.</p> <p>The supporting documents which form part of this application have been informed and influenced by the Principal Application Documents for the Liverpool Waters Scheme so as to conform as closely as possible, or not prejudice the outline approval and its parameters.</p>

<p>4 Any development undertaken under the benefit of this permission shall conform generally to the parameters set out in the Parameter Plans submitted with the application hereby approved and no reserved matters applications shall be submitted for any development which:</p> <ul style="list-style-type: none"> a). differs from the boundaries of the Neighbourhoods indicated on Parameter Plan 002; b). differs from the phasing sequence to that indicated in Parameter Plan 003 c). differs from the development Parcels specified in Parameter Plan 004; d) differs from the development Plots specified in Parameter Plan 005 e). exceeds the building heights specified in Parameter Plan 006; <p>unless otherwise agreed by the Local Planning Authority.</p> <p>Reason: The development hereby approved has been subject to an Environmental Impact Assessment and a Transport Assessment and any material alteration to the overall configuration tested might have an impact that has not been assessed by this outline application.</p>	<p>Section 5 of this report reviews how the development conforms to these specific parameter plans and where conformity does not take place, provides a justification.</p> <p>However, this is a standalone full planning application and not a reserved matters application under the LW Outline Consent. The proposal will not prejudice the development of Central Docks, or the wider scheme as envisages on the Liverpool Waters Outline Consent.</p> <p>It has been set out in section 3 of this statement why the proposed scheme doesn't fully comply with PP004, PP005 and PP006 and how it does not conflict with the rest of the LW masterplan.</p>
<p>5 The development shall be carried out within the scope tested in the Liverpool Waters Environmental Impact Assessment and incorporate the mitigation measures set out in the Environmental Statement (November 2011) as summarised in Schedule 6 of this permission.</p> <p>Reason: To ensure that the development is carried out in accordance with the principles of mitigation that have been assessed by the EIA.</p>	<p>This planning application relates to the proposed scheme only and stands separate to the Liverpool Waters proposal. An Environmental Statement and a suite of stand-alone technical documents have been submitted in support of the planning application.</p> <p>The development has not therefore been carried out within the scope tested in the Liverpool Waters Environmental Impact Assessment. However, the Environmental Statement and supporting documents have considered the mitigation proposed in Schedule 6 of the outline consent in so far as they relate to this development proposal to ensure that the proposals conform as closely as possible - and do not prejudice - the development of the wider Liverpool Waters Outline Planning Consent.</p>
<p>Part B – Time Limits</p>	
<p>Condition</p>	<p>Response</p>
<p>6 Approval of the details of the layout, scale, appearance, access and landscaping of the development (hereinafter called the “Reserved Matters”) shall be obtained from the Local Planning Authority in writing in relation to each part of the development hereby approved before any development is commenced in that particular part.</p> <p>Reason: To comply with Sections 92 (2), (4) and (5) of the Town & Country Planning Act 1990 as</p>	<p>As this is a standalone application to the extant permission, key details will not be submitted as reserved matters as part of proposed scheme.</p> <p>A full planning application is being submitted with plans and supporting documentation for the development proposal.</p>

the application was submitted for outline permission only and these matters were reserved by the applicant for subsequent approval.	
<p>7 The first part of the development hereby permitted shall be begun not later than whichever is the later of the following dates:</p> <p>(a) the expiration of 7 years from the date of this permission; or (b) the expiration of two years from the final approval of the associated reserved matters, or (c) in the case of approval on different dates, the final approval of the last such matter to be approved.</p> <p>Reason: The imposition of the condition is pursuant to Sections 92 (2) (4) and (5) of the Town & Country Planning Act 1990 and a period of 7 years is considered to be a reasonable time limit in view of the extent and timescale of the proposal.</p>	This condition is not relevant to the proposed scheme, which will be a standalone full planning application.
<p>8 Notwithstanding the provisions of condition 7, applications for the approval of all reserved matters in respect of the first part of the approved development shall be made to the Local Planning Authority not later than 5 years from the date of this permission and applications for the approval of all reserved matters in respect of the entire development shall be made to the Local Planning Authority not later than 32 years from the date of this permission, and shall be in general accordance with the phasing sequence of the approved Phasing Parameter Plan 003, as set out in condition 4(b) of this permission.</p> <p>Reason: To comply with Sections 92 (2), (4) and (5) of the Town and Country Planning Act 1990 (as amended).</p>	This condition is not relevant to the proposed scheme which will be a stand-alone planning application.
Part C – Information to be Submitted Prior to the Submission of Applications for Reserved Matters Approval	
Condition	Response
<p>9 Prior to the approval of any reserved matters an Implementation Phasing Plan shall be submitted to and agreed in writing by the Local Planning Authority. The Implementation Phasing Plan shall ensure that the development hereby approved progresses generally from the city centre northwards towards the Northern Docks, as set out in condition 4 of this permission. The development shall thereafter be implemented in accordance with the approved Implementation Plan or as otherwise agreed by the Council.</p> <p>Reason: To ensure that the development is carried out in accordance with the Principal Application Documents.</p>	<p>There is no need to submit a phasing plan with this standalone application; This proposal is in advance of the anticipated phasing, being a Phase Two proposal (as illustrated on Parameter Plan 003) coming forward whilst Phase One is still being delivered in Princes Dock.</p> <p>However, this proposal is responding to the “inevitable market and demand changes” (LW Parameters Plan Report Para) and is brought about by recent land interests and planning applications being submitted for Central Docks (see section 2 for more details).</p>

<p>10 Prior to the submission of the first application for reserved matters approval a Highway & Public Transport Enhancement Strategy shall be submitted to and approved in writing by the Local Planning Authority which outlines the means for implementing the highway and public transport enhancement works required to serve the development progressively in accord with the quantum of development, in terms of public transport, vehicles, cycles and pedestrians as defined in the Transport Assessment (Do Something Network Changes report) and listed in Schedule 2 of this permission. Based on the documents supporting the planning application hereby approved, this strategy shall provide a strategic level framework to inform the determination of all of the reserved matters applications. Notwithstanding the provisions of the approved Transport Assessment, the Strategy will demonstrate how the essential highway works specified in Table 1 of the 'Do Something Network Changes' report of the Transport Assessment will be delivered, along with mechanisms for monitoring and reviewing the Transport Assessment and Travel Planning process in advance of any development in Neighbourhoods B, C, D & E or 2021, whichever is the earlier, as set out within Schedule 3 of this permission. For the avoidance of doubt the Strategy shall detail remedial measures to be taken in the event that targeted travel mode splits and Travel Plan targets are not met (referenced in the submitted Supplementary Document A - Transport Trip Generation Strategy and Modelling Approach & Supplementary Document A – Transport Baseline and Policy Background Report). The development shall thereafter be implemented in accordance with the approved Strategy.</p> <p>Reason: To ensure that the development is carried out generally in accordance with the Principal Application Documents and the details of the application that have been assessed by the EIA and TA</p>	<p>There is no need to submit the Highway & Public Transport Enhancement strategy with this standalone application.</p> <p>However, the Transport Assessment prepared in support of this development along with the chapter set out within the supporting Environmental Statement demonstrates that the proposed scheme will not negatively impact the existing highways.</p> <p>Of the highway improvements included in Schedule 2 of the decision notice, none are in the immediate vicinity of the proposals for the proposed scheme and will not therefore be prejudiced by the development.</p> <p>Similarly, the proposed scheme will not impact on the proposed Pedestrian and Cycle Route Improvements listed in Schedule 2 of the decision notice and will actually enhance connectivity to the wider Liverpool Waters site and back to the city centre.</p>
<p>11 Prior to the submission of the first application for reserved matters approval within each respective neighbourhood identified in Parameter Plan 002 a Detailed Neighbourhood Masterplan for that particular neighbourhood based on the Principal Application Documents shall be submitted to and approved in writing by the Local Planning Authority which shall provide the context for all reserved matters applications made within that neighbourhood. The Detailed Masterplan shall include the following information for the neighbourhood:</p> <p>i. Details of all individual development sites proposed;</p>	<p>The Central Docks Neighbourhood Masterplan has recently been adopted and consented by Liverpool City Council and where relevant the proposed scheme has referred to this document to try to align with the design brief and key principles set within this document. However, this full planning application relates to the proposed scheme only and stands separate to the Liverpool Waters proposal.</p> <p>Planit-IE have produced the Central Docks Neighbourhood Masterplan for Liverpool Waters on behalf of Peel and have also been involved in the development of the proposed scheme to ensure the development is consistent where possible.</p> <p>The C-02 team will continue to work with Planit-IE and Peel to ensure that the proposed scheme will not prevent or</p>

<ul style="list-style-type: none"> ii. Details of the infrastructure proposed to support development; iii. A land use typology plan to inform the land use distribution; iv. A list of 'Key Design Principles' that establishes the context for all development; v. A Design Code reflecting the details outlined in Schedule 4 of this permission that will establish the design criteria and objectives for all development; vi. Arrangements for producing Development Briefs for each of the key buildings and spaces (as defined in the Principal Application Documents (BCPS and PRCPS)); vii. Details of all roads and access/egress points, indicating the hierarchy of streets, level of pedestrian priority and capacity for public transport, service vehicles and emergency vehicles; viii. Key pedestrian and cycle routes; ix. Details of planned public transport provision; x. A statement of Inclusive Design & Access principles; xi. The general disposition of building plots, public realm and movement routes within development parcels and plots; xii. Details of the proposed scale and massing in three dimensional form of each building/development plot; xiii. Provision of key open space and linkages informed by the indicative list contained in Schedule 5 of this permission; xiv. A strategy for providing public art; xv. Details of landscaping and materials palettes; xvi. Response to heritage assets including the planned conservation of historic surfacing and artefacts and the conservation and integration of sub-surface archaeological structures; xvii. Details of the community and social infrastructure; xviii. Details of recreational facilities proposed; xix. Details of any energy centres proposed and other localised or renewable energy generating sources; xx. Arrangements for servicing including waste disposal; xxi. Proposals for addressing flood risk including existing and proposed site levels, finished floor levels of buildings and emergency access routes; and xxii. Provisions for addressing microclimate factors in the siting, scale, massing and design of buildings and landscaped areas. 	<p>contradict the Central Docks Neighbourhood masterplan and the justification for not aligning purely to the masterplan has already been justified in this report.</p> <p>The Central Docks Neighbourhood Masterplan was approved in November 2019 which will consider the quantum of development further. Although the proposed scheme is a standalone application, the masterplan will take it into account when working floorspace allocations for the wider site when the application is consented to ensure that the proposals are accounted for when delivering the rest of Liverpool Waters..</p>
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<p>All reserved matters applications shall be in accordance with the approved Detailed Neighbourhood Masterplans.</p> <p>Reason: To ensure that the development is carried out in accordance with the Principal Application Documents and the EIA so as to deliver a sustainable, co-ordinated, inclusive and high quality form of development that is supported by the necessary infrastructure and facilitates integration with the City Centre and North Liverpool in accordance with Policies GEN6, HD18, HD19, OE14, T1, T6, T7, T10, C1, C3, C4, C5, C8, C9 & C10 of the adopted Liverpool UDP, Liverpool's Maritime Mercantile World Heritage Site – SPD, and the NPPF.</p>	
<p>12 Prior to the submission of the first application for reserved matters approval within each respective neighbourhood a Detailed Phasing Plan shall be submitted to and approved in writing by the Local Planning Authority for that particular neighbourhood based on the Principal Application Documents and the detailed masterplan for that neighbourhood that shows how the proposed scheme accords with the approved Phasing Parameter Plan 003 and the overall site wide Implementation Phasing Plan as outlined under Condition 9 attached to this permission. The Detailed Neighbourhood Phasing Plan shall include the following:</p> <ul style="list-style-type: none"> i. A general timetable for the delivery of development parcels and plots and supporting infrastructure; ii. Details of proposed enabling and construction works, including site preparation, demolition, clearance, level changes, interim uses, and interim surface and boundary treatment;; iii. A schedule of planned highway works for vehicular, pedestrian and cycle routes and disabled access, including highway and public transport mitigation and associated infrastructure as set out in Schedule 2 of this permission; iv. A schedule for infrastructure provision and reinforcement relating to that neighbourhood, including foul and surface water drainage, water supply, energy supply and telecommunications; . v. The provision of key open space and linkages for the neighbourhood indicated on Parameter Plan 007 and referred to in Schedule 5 of this permission relative to the delivery of specific development parcels and plots;. vi. Details relating to the provision of supporting community & social 	<p>This full planning application relates to the proposed scheme only and stands separate to the Liverpool Waters proposal.</p> <p>The proposals have been developed in discussions with Peel Land & Property as landowner, Liverpool City Council as Local Planning Authority and other stakeholders to ensure that they conform as closely as possible with - and do not prejudice - the phasing for the Central Docks neighbourhood or the development of the wider Liverpool Waters Outline Planning Consent.</p> <p>This proposal is responding to the “inevitable market and demand changes” (LW Parameters Plan Report) and is brought about by recent land interests and planning applications being submitted for Central Docks (see section 2 for more details).</p>

<p>Infrastructure proposed for the neighbourhood (with due regard to the requirements of Schedule 9 of the s106 Agreement attached to this permission).</p> <p>vii. Details relating to the provision of recreational facilities, including equipped play spaces and outdoor sports facilities relative to parks and other open spaces/public realm.</p> <p>Reason: To ensure that the individual components of the scheme are delivered in a fully co-ordinated manner, which ensures the development is well integrated with the City Centre and North Liverpool and supported by the necessary infrastructure in accordance with Policies GEN6, HD18, HD19, OE14, T1, T6, T7, T10, C1, C3, C4, C5, C8, C9 & C10 of the adopted Liverpool UDP, Liverpool's Maritime Mercantile World Heritage Site – SPD, & the NPPF.</p>	
<p>13 Prior to the submission of the first application for reserved matters approval in each respective neighbourhood, a Conservation Management Strategy for that particular neighbourhood based on the Principal Application Documents and the detailed masterplan for that neighbourhood referred to in Condition 11 and having regard to the "Conservation Management Requirements" listed in Schedule 7 to this planning permission shall be submitted to and approved in writing by the Local Planning Authority. The Conservation Management Strategy shall take forward the objectives of the approved Conservation Management Plan (November 2011) for that neighbourhood and shall comprise:</p> <ul style="list-style-type: none"> i. a detailed schedule of all heritage assets within the relevant neighbourhood based on the Conservation Management Plan (November 2011), Table 4.4 of the Environmental Statement (November 2011) and the Archaeology Deposit Model (November 2011); ii. a framework for ensuring that all surface level and sub-surface heritage assets are conserved and integrated within the development proposed within that neighbourhood in a manner appropriate to their significance, iii. the measures planned to ensure that the siting of any buildings planned in the neighbourhood will not detrimentally impact upon significant heritage assets across the approved development; 	<p>There is no need to submit the Neighbourhood Conservation Management Strategy with this standalone application. However, a Neighbourhood Conservation Management Strategy and a Neighbourhood Archaeological Evaluation and Investigation Strategy was approved through applications 19DIS/1317 and 19DIS/1318 and have has been considered through the application process.</p> <p>Furthermore, a Heritage Impact Assessment supports this application along with a Dock Infill Methodology. Both disciplines have also been assessed in the supporting Environmental Statement.</p> <p>The requirements set by this condition, points within condition 11 as well as Schedule 7 of the extant consent have been considered when writing these reports, highlighting any issues relating to conservation within this proposed scheme.</p>

<p>iv. the measures planned to ensure that all significant heritage assets are maintained in situ unless otherwise agreed by the Local Planning Authority;</p> <p>v. the planned arrangements for addressing delivery of the heritage requirements listed in Schedule 7 of this permission through the implementation of the Conservation Management Plans required by condition 27 of this permission.</p> <p>The development shall thereafter be implemented in full accordance with the details approved.</p> <p>Reason: To ensure that the development is carried out in accordance with the Principal Application Documents which have been tested by the EIA & Heritage Impact Assessment by setting out the steps planned to safeguard the heritage assets within the neighbourhood in accordance with Policies GEN3, HD5, HD8, HD11, HD12, HD18 of the adopted Liverpool UDP, Liverpool Maritime Mercantile City World Heritage Site – SPD & the NPPF.</p>	
<p>14 Prior to the commencement of development (including site preparation, remediation and demolition) within any neighbourhood (or part of a neighbourhood with the Local Planning Authority's written permission) a Written Scheme of Investigation ("WSI") in relation to that neighbourhood or part neighbourhood shall be submitted by the applicant for approval in writing by the Local Planning Authority. The WSI shall be based upon the Principal Application Documents, the Environmental Statement, the Archaeological Deposit Model and the relevant Neighbourhood Conservation Management Strategy and shall detail the scope and programme of archaeological evaluation and excavation and subsequent analysis and reporting. The evaluation and excavation set out in the WSI shall be managed by a professional archaeologist and shall relate to all parts of the neighbourhood or part neighbourhood identified as being of medium or high archaeological potential in which buildings, roads or infrastructure are planned in the detailed Neighbourhood Masterplan approved under condition 11 of this permission in order to identify the precise nature and location of any below ground archaeological features. The results of the excavation and investigations should be added as updates to the Liverpool Waters Archaeology Deposit Model (November 2011) forming part of the application and</p>	<p>There is no need to submit this strategy with this standalone application.</p> <p>However, it is noted that the proposal sits within an area of High Potential for Underground Archaeology as identified in Liverpool Waters PP10. The Environmental Statement includes a chapter assessing Cultural Heritage and Archaeology. The Central Docks Archaeological Evaluation and Investigation Strategy (19DIS/1318) was also considered as part of this application.</p> <p>Proposed mitigation measures set out within above work include a recording of the dockside walls and infrastructure and preservation in situ where appropriate, and undertaking an archaeological watching brief.</p>

<p>disseminated in accordance with proposals set out in the WSI.</p> <p>Reason: To ensure that archaeological investigations are undertaken to inform the most suitable means of conserving archaeological heritage assets of the site in accordance with Policy HD17 of the adopted Liverpool UDP, Liverpool Maritime Mercantile City World Heritage Site – SPD & the NPPF.</p>	
<p>15 Prior to the submission of the first application for reserved matters approval in each respective neighbourhood, a Water Environment Protection Strategy based on the Principal Application Documents and Detailed Neighbourhood Masterplan that relates to that particular neighbourhood and has regard to the wider application site shall be submitted to and approved in writing by the Local Planning Authority. The Water Protection Strategy shall outline provisions to ensure the protection of water courses, controlled waters (inland fresh waters, coastal waters and relevant territorial waters), groundwater and dock water space, in construction and operation, for that particular neighbourhood in the context of the overall development and the mitigation measures stated in the ES submitted in support of the application. The approved neighbourhood Water Environment Protection Strategy shall include provision for monitoring and review, and together with the Principal Application Documents, provide a strategic level framework in order to inform the determination of reserved matters applications in that particular neighbourhood, which should be consistent with the strategy.</p> <p>Reason: To ensure that the development is carried out in accordance with the approved Principal Application Documents which have been tested by the EIA and the Flood Risk Assessment Addendum and that suitable arrangements are in place to minimise the risks of contamination and pollution of the aquatic environment in accordance with Policies GEN8, OE4, OE5, OE6, EP1, EP2, EP9, EP10, EP11 & EP12 of the adopted Liverpool UDP, the NPPF, The Environmental Protection Act (1990) and the Freshwater Fish Directive & Water Framework Directive (& Groundwater Regulations 2009).</p>	<p>There is no need to submit the Neighbourhood Water Environment Protection Strategy with this standalone application.</p> <p>However, the Flood Risk Assessment included as part of the Environmental Statement submitted with this application address water environment protection. The requirements set by this condition, and the mitigation measures stated in the Liverpool Waters Environmental Statement (November 2011) have been considered to ensure that the proposals conform as closely as possible - and do not prejudice - the development of the wider Liverpool Waters Outline Consent.</p> <p>The Central Docks Water Environment Protection Strategy (19DIS/1320) was also considered as part of this application.</p>
<p>16 Prior to the submission of the first application for any reserved matters approval in each respective neighbourhood, an Ecological & Biodiversity Strategy based on the Principal Application Documents and Detailed Neighbourhood Masterplan that relates to that particular neighbourhood and has regard to the wider application site shall be submitted to and</p>	<p>There is no need to submit this strategy with this standalone application.</p> <p>However, the Preliminary Ecological Assessment, Marine Studies have been considered as part of the Environmental Statement submitted with this application and look to address ecological and marine impacts.</p>

<p>approved in writing by the Local Planning Authority. The strategy shall summarise the means of safeguarding all protected species of relevance and supporting habitats during construction and operation within the respective neighbourhood including consideration of pathways to protected European sites by the following measures:</p> <ul style="list-style-type: none"> i. The means, method and timeframe for carrying out updated bird surveys and impact assessments for bats and migratory and/or over wintering birds; ii. The methodology and timeframe for carrying out (seasonal) monitoring of fish and other water species within the dock system; iii. Working practices to address phasing of construction, construction vehicles, routing and speed limits during removal of existing buildings , vegetation and other suitable breeding habitats; iv. Details of habitat creation; v. Design of buildings and spaces in terms of layout, design, materials and lighting to avoid creating barriers to bird migration and aviation and reduce risk of bird strikes particularly in relation to tall buildings; vi. Means and methodology for the monitoring and management of water quality within the dock system which shall inform mitigation to safeguard fish and other water species, including the aeration of dock water spaces; vii. Methods for controlling leisure boat activity within the dock system; viii. Methods for controlling gulls and pigeons roosting on buildings; ix. Mechanisms for monitoring and reviewing the effectiveness of agreed ecological and biodiversity mitigation against identified targets and means for enhancing mitigation where those targets are not met; and x. Mechanisms to ensure protection of Sefton Coast SAC (Seaforth Docks to Formby Point) from recreational disturbance overseen by the Liverpool Waters Coordination Panel in accordance with Schedule 6 of this permission. <p>Reason: To ensure that the development is carried out in accordance with the Principal Application Documents that have been assessed by the EIA and to protect the ecological environment within the site during the implementation of the development and preserve its future biodiversity in accordance with Policies GEN8, OE4, OE5, OE6, OE7, EP11 & EP12 of the adopted Liverpool UDP, the NPPF, The Environmental Protection Act (1990), Environment Act (1995), Air Navigation Order</p>	<p>The requirements set by this condition have been considered to ensure that the proposals conform as closely as possible - and do not prejudice the development of the wider Liverpool Waters Outline Planning Consent.</p> <p>The Central Docks Ecological and Biodiversity Strategy (19DIS/1321) was also considered as part of this application in addition to the Strategic Ecological Mitigation Plan (SEMP) for Liverpool Waters.</p>
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(2009), Conservation of Habitats and Species Regulations 2010) & European Conservation of Wild Birds Directive (79/409/EEC) (“The Birds Directive”),.	
<p>17 Prior to the submission of the first application for reserved matters approval in each respective neighbourhood, a Sustainability Strategy based on the Principal Application Documents that relates to that particular neighbourhood and the detailed masterplan for that neighbourhood and which has regard to the wider application site, shall be submitted to and approved in writing by the Local Planning Authority. It shall set out the means of delivering the sustainable development principles for that particular neighbourhood in the context of the overall development and shall detail measures to be taken in the design, construction and management of the buildings so as to secure efficient use of resources.</p> <p>Reason: To ensure that the development is carried out in accordance with the approved Principal Application Documents and Sustainability Appraisal and the details of the application that have been assessed by the EIA so as to deliver a sustainable form of development in conformity with Policies GEN 1, GEN 7 & GEN 8 of the adopted Liverpool UDP and the NPPF.</p>	<p>There is no need to submit this strategy with this standalone application.</p> <p>The project team will continue to develop the proposals in more detail at specific stages of the design process to ensure it doesn't prejudice the development of the wider Liverpool Waters Outline Planning Consent.</p> <p>The Central Docks Sustainability Strategy (19DIS/1319) was also considered as part of this application and there is scope for photovoltaic panels to be implemented on the roof. In addition to this, there has been considered for electric vehicle parking proposed within the design of the scheme.</p>
<p>18 Prior to the submission of the first application for reserved matters approval in each respective neighbourhood, an energy strategy for that neighbourhood, based on the Principal Application Documents and the details within Table 16 of the approved Energy Strategy, shall be submitted to and approved in writing by the Local Planning Authority. The Neighbourhood Energy Strategy shall set out the means of minimising the impact on the use of non-renewable energy resources, minimising carbon emissions and waste within that neighbourhood with due regard to the detailed masterplan for that particular neighbourhood and development elsewhere within the wider application site.</p> <p>Reason: To limit impact on the use of non-renewable energy resources and minimise carbon emissions and waste in accordance with the Principal Application Documents and Energy Statement in the interests of living within environmental limits and mitigating adverse impacts of climate change in conformity with Policies HD21 & EP16 of the adopted Liverpool UDP and the NPPF.</p>	<p>There is no need to submit this strategy with this standalone application.</p> <p>The project team will continue to develop the proposals in more detail at specific stages of the design process to ensure it doesn't prejudice the development of the wider Liverpool Waters Outline Planning Consent.</p> <p>The Central Docks Energy Strategy (19DIS/1324) was also considered as part of this application.</p>
<p>19 Prior to the submission of the first application for reserved matters approval in each respective neighbourhood, an Inclusive Access Strategy based on the Principal Application Documents that relates to that particular neighbourhood and</p>	<p>There is no need to submit this strategy with this standalone application.</p>

<p>the detailed masterplan for that neighbourhood and has regard to the wider application site shall be submitted to and approved in writing by the Local Planning Authority. The neighbourhood Inclusive Access Strategy shall outline the means of ensuring inclusive access for all users of Liverpool Waters in terms of the design of buildings, public realm and movement routes, including use by people with disabilities (visual and mobility impaired) and for parents with push chairs.</p> <p>Reason: To ensure that the development is carried out in accordance with the Principal Application Documents in a manner that adheres to the principles of best practice and Liverpool City Council's Design for Access for All – SPD and conforms to Policies HD18 & HD19 of the adopted Liverpool UDP, and the NPPF.</p>	<p>The supporting Design and Access Statement and Landscape Statement sets out how the development will ensure inclusive access for all users within the building and surrounding site.</p> <p>The Central Docks Inclusive Access Strategy (19DIS/1323) was also considered as part of this application.</p>
<p>20 Prior to the submission of the first application for reserved matters approval in each respective neighbourhood, a Ground Contamination & Earthworks Strategy based on the Principal Application Documents that relates to that particular neighbourhood and the detailed masterplan for that neighbourhood and has regard to the wider application site shall be submitted to and approved in writing by the Local Planning Authority. The Neighbourhood Ground Contamination & Earthworks Strategy shall set out the planned means of delivering the development proposed within the detailed masterplan approved under condition 11 for that neighbourhood, with due regard to the targets for the overall development and the mitigation measures stated in the Environmental Statement submitted in support of the application. The approved Ground Contamination and Earthworks Strategy shall include the following:</p> <ul style="list-style-type: none"> i. Assessment methodology; ii. Site characterisation; iii. Arrangements for verification of ground contamination; iv. Provision for the submission of a remediation scheme; v. Provision for implementation of an approved remediation scheme; vi. Arrangements for reporting of unexpected contamination; and vii. Long-term monitoring and maintenance. <p>The strategy must accord with the principles of DEFRA and the Environment Agency's <i>'Model Procedures for the Management of Land Contamination, CLR 11'</i>.</p> <p>The approved Neighbourhood Ground Contamination & Earthworks Strategy shall</p>	<p>There is no need to submit this strategy with this standalone application.</p> <p>However, the supporting Phase 1 and 2 Ground Contamination Report in addition to the Environmental Statement submitted with this application address ground contamination and earthworks.</p> <p>The requirements set by this condition, and the targets and mitigation measures stated in the Liverpool Waters Environmental Statement (November 2011) have been considered so far as they relate to this development proposal when writing these reports, to ensure that the proposals conform as closely as possible - and do not prejudice - the development of the wider Liverpool Waters Outline Planning Consent.</p> <p>The Central Docks Ground Contamination and Earthworks Strategy (19DIS/1325) was also considered as part of this application.</p>

<p>provide the strategic level framework to inform the determination of reserved matters applications in that particular neighbourhood which should be consistent with the strategy.</p> <p>Reason: To control risks from land contamination to construction workers, future users of the site and neighbouring land and buildings, together with those risks to controlled waters (inland fresh waters, coastal waters and relevant territorial waters),, air quality and ecological systems, and to ensure that development can be carried out safely without unacceptable risks to land, buildings, and structures in accordance with Policies GEN8, OE4, OE5, OE6, EP1, EP2, EP3, EP11 & EP12 of the adopted Liverpool UDP and the NPPF.</p>	
<p>21 Prior to the submission of the first application for reserved matters approval in each respective neighbourhood, a Flood Risk Protection Strategy based on the Principal Application Documents that relates to the detailed masterplan for that neighbourhood and which has regard to the wider application site shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall include the means of delivering the development indicated in the Masterplan and the mitigation measures stated in the ES and the Strategic FRA Addendum submitted in support of the application. The approved strategy shall include provision for monitoring and review, and provide a strategic level framework to inform the determination of reserved matters applications in that particular neighbourhood. The Strategy shall include the following:</p> <ul style="list-style-type: none"> i. Provision for flood risk assessments to be submitted and agreed by the Local Planning Authority in writing for that neighbourhood; ii. Provision for the submission of a Neighbourhood Surface Water Management strategy for the neighbourhood concerned to be submitted to and agreed in writing by the Local Planning Authority prior to any site remediation, preparation or demolition commencing; iii. Provision for flood risk protection measures to be submitted and agreed in writing by the Local Planning Authority for all future ground, building and emergency access route levels and topography within that neighbourhood. These shall adhere to the minimum finished floor levels (FFLs) of the Strategic FRA Addendum (November 2011) as a default position; and 	<p>There is no need to submit this strategy with this standalone application.</p> <p>However, the supporting Flood Risk Assessment and Environmental Statement submitted with this application considers and assesses flood risk issues and drainage in relation to the proposed scheme. The requirements set by this condition, and the targets and mitigation measures stated in the Liverpool Waters Environmental Statement (November 2011) and Strategic FRA Addendum have been considered so far as they relate to this development proposal when writing these reports, to ensure that the proposals conform as closely as possible - and do not prejudice - the development of the wider Liverpool Waters Outline Planning Consent.</p> <p>The team have also consulted with Environment Agency through the pre-application process discussing site levels and flood risk protection. The Central Docks Flood Risk Protection Measure Strategy (19DIS/1334) was also considered as part of this application.</p>

<p>iv. Provision for a Flood Evacuation Strategy to be submitted and agreed in writing by the Local Planning Authority for the neighbourhood that ensures the safe and inclusive evacuation of all site users in the event of flooding. .</p> <p>Reason: To deliver a safe form of development which is resilient to both tidal and surface water flooding, including flooding as a result of climate change, in accordance with Policy GEN8, OE4, OE5, OE6 & EP13 of the adopted Liverpool UDP & the NPPF.</p>	
<p>22 Prior to the submission of the first application for any reserved matters approval in each respective neighbourhood a Strategic Neighbourhood Travel Plan based on the Principal Application Documents that relates to that particular neighbourhood and the detailed masterplan for that neighbourhood and which has regard to the wider application site shall be submitted to and approved in writing by the Local Planning Authority. The Strategic Neighbourhood Travel Plan shall set out the means for achieving the sustainable travel plan principles for that particular neighbourhood in the context of the overall development including planned arrangements in respect of Travel Plans for each development parcel/plot and the appointment of Travel Plan Coordinators.</p> <p>Reason: To ensure that the development is carried out in accordance with the Principal Application Documents and the details of the application assessed by the EIA and TA and is supported by the necessary highway parking and public transport infrastructure and in the interests of reducing car travel in accordance with Policies T1, T2, T6, T7, T8, T9, T10, T13, T15 & EP11 of the adopted Liverpool UDP, Liverpool's Ensuring a Choice of Travel – SPD, and the NPPF.</p>	<p>There is no need to submit this strategy with this standalone application.</p> <p>However, a Travel Plan to support the proposed scheme has been included as part of the application.</p> <p>The Central Docks Travel Plan (19DIS/1322) was also considered as part of this application.</p>
<p>23 Prior to the submission of the first application for reserved matters approval in each respective neighbourhood a Waste Minimisation and Management Strategy based on the Principal Application Documents for that particular neighbourhood and the detailed masterplan for that neighbourhood shall be submitted to and approved in writing by the Local Planning Authority. The Neighbourhood Waste Minimisation and Management Strategy shall outline the means of ensuring that all waste will be managed through a comprehensive, controlled and efficient procedure in accordance with the Waste Management Hierarchy with the overriding objective of minimising waste production, in</p>	<p>There is no need to submit this strategy with this standalone application.</p> <p>However, the supporting planning application drawings and Design and Access Statement outline the waste management strategy for the site.</p> <p>The requirements set by this condition have been considered so far as they relate to this development proposal when writing these reports, to ensure that the proposals conform as closely as possible - and do not prejudice - the development of the wider Liverpool Waters Outline Planning Consent.</p>

<p>construction and operation. The Waste Minimisation and Management Strategy shall include the following:</p> <ul style="list-style-type: none"> i. the means and method for carrying out quantitative waste impact assessments; ii. arrangements for servicing including waste disposal; iii. the methods of reducing waste and promoting recycling and planned transportation of waste; and; iv. the means and manner for storing and managing oils, fuels, chemicals or other hazardous waste substances <p>Reason: To ensure that the development is carried out in accordance with the Principal Application Documents and the details of the application that have been assessed by the EIA so as to deliver a safe and sustainable form of development, which minimises waste production and the distances it is transported, and reduces risks of contamination and pollution of the site, neighbouring land and the water and air environment in accordance with Policies GEN8, OE4, OE5, OE6, EP9, EP10, EP11 & EP12 of the adopted Liverpool UDP, the NPPF & Water Framework Directive.</p>	<p>The Central Docks Waste Minimisation and Management Strategy (19DIS/1323) was also considered as part of this application.</p>
<p>24 Prior to the submission of the first application for reserved matters approval in each respective neighbourhood a Car & Cycle Parking Management Strategy that relates to that particular neighbourhood based on the Principal Application Documents and the detailed Neighbourhood Masterplan which has regard to the wider application site shall be submitted to and approved in writing by the Local Planning Authority. The Neighbourhood Car & Cycle Parking Management Strategy shall set out how likely parking demand generated by the development in that particular neighbourhood, during both construction and operation, will be met and, in particular, how the mitigation measures that justify the assumptions in the TA will be applied. The approved strategy will provide a strategic level framework to inform the determination of reserved matters applications in that particular neighbourhood, which should be consistent with the strategy and include the following:</p> <ul style="list-style-type: none"> i. total number of car parking spaces as a proportion of the approved maximum of 13,100 car parking spaces for the approved development for Liverpool Waters as a whole and the total number of cycle spaces; ii. ratio of parking provision relative to use (vehicles and cycles); iii. arrangements for temporary car parking; iv. directional signage; 	<p>There is no need to submit this strategy with this standalone application.</p> <p>The supporting Transport Assessment, Travel Plan, Environmental Statement and Design and Access Statement have considered the requirements set out in this condition so far as they relate to this full development proposal to ensure that the proposals conform as closely as possible and do not prejudice the development of the wider Liverpool Waters Outline Planning Consent.</p> <p>The Central Docks Car and Cycle Parking Management Strategy (19DIS/1337) was also considered as part of this application.</p>

<ul style="list-style-type: none"> v. surface marking; vi. accessible/disabled car parking (minimum provision 6%); vii. charging points for electric vehicles; viii. cycle storage facilities ; ix. lighting & CCTV installations; x. arrangements for service vehicles; xi. 'Car Club' and any supporting facilities; xii. Planned measures to ensure that basement car parks do not damage dock walls; xiii. Provisions for the future monitoring and review of strategies. <p>Reason: To ensure that the development is carried out in accordance with the approved Principal Application Documents and the details of the application that have been assessed by the EIA & TA so as to deliver a sustainable, co-ordinated and high quality form of development that is supported by the appropriate level of car and cycle parking infrastructure provision in the interests of reducing travel by means of private car in accordance with Policies T1, T2, T6, T7, T8, T9, T10, T13, T15 & EP11 of the adopted Liverpool UDP, Liverpool's Ensuring a Choice of Travel – SPD, and the NPPF .</p>	
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Part D – Details to be Provided with Reserved Matters Applications

Condition	Response
<p>25 All applications seeking approval of reserved matters details of the layout, scale or appearance of buildings and structures shall include the following information unless agreed in writing by the Local Planning Authority to be not relevant to that particular application:</p> <ul style="list-style-type: none"> i. Precise siting details of the proposed buildings ii. Numbers, sizes and types of residential units (if relevant); iii. Floor layout plans, including basement and roof plans and the mass and elevation in three dimensional form; iv. Height, width and depth; v. Elevation drawings; vi. Cross section drawings; vii. A design context statement; viii. Details of basements; ix. Details of building foundations; x. Details of shopfront treatment, including interim treatment of any unoccupied units; xi. All external materials, including ground surfaces; xii. Window and door design, configuration and treatment; 	<p>This planning application is a full standalone planning submission and is not for reserved matters. As such this condition is not directly applicable.</p> <p>However, each point in this condition (where relevant) has been picked up in the supporting documentation as part of this application, mostly through the supporting drawings and Design and Access Statement.</p>

<p>xiii. Service areas, including plant equipment and refuse storage, recycling and disposal facilities;</p> <p>xiv. Details of integration and interpreted heritage assets;</p> <p>xv. Inclusive access / means of escape audit of all buildings and contiguous areas of public realm and movement routes;</p> <p>xvi. Siting and design of all lighting, CCTV and way-finding signage installations to all buildings;</p> <p>xvii. Any necessary contaminated land and gas migration barriers in the design of building foundations and basements; and</p> <p>xviii. Details of podiums, canopies, entrances and stepped facades on buildings, wind screens to roof gardens, elevated terraces and observational viewing areas to mitigate adverse microclimate conditions.</p> <p>Reason: These details have not been provided with the outline application and the Local Planning Authority requires this information to ensure the development delivers a high quality, sustainable and inclusive form of development in accordance with Policies HD5, HD8, HD11, HD12 & HD18 of the adopted Liverpool UDP, Liverpool's Maritime Mercantile World Heritage Site – SPD, & the NPPF.</p>	
<p>26 All applications seeking approval of reserved matters details of access and landscaping shall include the following information unless agreed to be not relevant to that particular application by the Local Planning Authority in writing:</p> <ul style="list-style-type: none"> i. Provision of public realm, amenity space, recreational and leisure facilities; ii. Interim and final hard and soft landscaping treatments, including water spaces; iii. Detailed landscaping design of all green spaces, including the provision of wind screens/breaks that mitigate adverse microclimate impacts from wind and linear tree and shrub planting that fosters habitat creation, along with future maintenance regimes; iv. Siting and design of alternative winter bird roosting sites; v. Measures for integrating necessary contaminated land and gas migration barriers; vi. Inclusive access / means of escape audit for all areas of public realm and movement routes; vii. Proposed site levels and topography 	<p>Similar to condition 25, this planning application is a full standalone planning submission and is not for reserved matters. As such this condition is not directly applicable.</p> <p>However, each point in this condition (where relevant) has been picked up in the supporting documentation as part of this application, mostly through the proposed landscaping drawings, Landscape Statement, Transport Assessment, the Phase 1 and 2 Ground Contamination Report and Environmental Statement.</p>

<p>Reason: These details have not been provided with the outline application and the local planning authority requires this information to ensure the development delivers a high quality, sustainable, co-ordinated and inclusive form of development that is supported by the necessary level and quality of public amenity space with a high degree of permeability in the interests of visual, residential and environmental amenity, whilst conserving the sensitive, historic character and setting of the site and its surroundings in accordance with Policies Gen 6, HD5, HD8, HD11, HD12, HD18, HD19, HD23, HD24 & OE14 of the adopted Liverpool UDP, and the NPPF.</p>	
<p>27 All applications for reserved matters approval shall, unless agreed not to be relevant by the Local Planning Authority, be supported by a detailed Conservation Management Statement relating to the site of the reserved matters application concerned setting out the proposed means of conserving all heritage assets within that site on the basis of the Neighbourhood Conservation Management Strategy approved under Condition 13 attached to this permission and Schedule 7 of this permission. The detailed Conservation Management Statement shall include:</p> <ul style="list-style-type: none"> i. cross-reference to the GIS Archaeology Deposit Model (November 2011) as updated by subsequent detailed research undertaken in accordance with Condition 14 of this permission; ii. an up-to-date condition survey of all above ground heritage assets; iii. planned arrangements for how any heritage assets within the site will be conserved within the proposed development; iv. specifications and schedules of work, methodology and materials for the conservation of any surface level heritage assets within the reserved matters site; v. a schedule of any planned applications for listed building consent; vi. a detailed phasing programme for the conservation of any surface-level heritage assets; vii. arrangements for publishing the recorded information digitally for popular, professional and academic access; 	<p>This planning application is a full standalone planning submission and is not for reserved matters. As such this condition is not directly applicable.</p> <p>However, the full standalone planning application is accompanied by an Environmental Statement which includes a chapter on Cultural Heritage and Archaeology. A separate Heritage Impact Assessment is also included with the application.</p>

<p>viii. a programme of on-site and digital interpretation;</p> <p>ix. A programme for providing controlled public observation of the conservation of selected heritage assets during development (e.g. during archaeological excavation and events such as Heritage Open Days, International World Heritage Days and River Festivals);</p> <p>x. A detailed programme of any feature lighting of heritage assets within the site;</p> <p>Reason: To ensure that the development is carried out in accordance with Principal Application Documents including the Conservation Management Plan (November 2011) and that arrangements are agreed for the conservation of heritage assets within the site in order both to safeguard the Outstanding Universal Value of Liverpool's Mercantile City World Heritage Site and to conserve heritage assets throughout the site in a manner appropriate to their significance in conformity with Policies GEN3, HD5, HD8, HD11, HD12, HD18 of the adopted Liverpool UDP, Liverpool Maritime Mercantile City World Heritage Site – SPD & the NPPF.</p>	
<p>28. Prior to the submission of the first application seeking the approval of reserved matters details involving residential uses in each of the Neighbourhoods C, D and E the Applicant must submit for approval in writing by the Local Planning Authority details of a multi-use games area (MUGA) to be included in each of those Neighbourhoods. Thereafter, each MUGA must be completed prior to residential occupation of that neighbourhood in accordance with the approved Detailed Neighbourhood Phasing Plan for the neighbourhood. Each MUGA shall:</p> <ul style="list-style-type: none"> i. Be situated in an easily accessible location; ii. Comprise a sports playing pitch of not less than 37m x 18.5m; iii. Include provision for support facilities including (but not exclusively) car parking, floodlighting and changing facilities; and iv. Comply with the design and construction standards for MUGAs set by Sport England (or any relevant successor body). 	<p>This planning application is a full standalone planning submission, specifically for plot C-02 and not the wider neighbourhood and is not for reserved matters. As such this condition is not directly applicable.</p> <p>However, the project team have ensured that a high level of public realm including a waterside walkway has been incorporated into the design of the proposed scheme to provide for its own amenity areas and recreation facilities. See the supporting Design and Access Statement and Landscape and Statement for more details.</p>

<p>Development shall thereafter be implemented in accordance with the approved details and such facilities that are approved shall be retained thereafter.</p> <p>Reason: These details have not been provided with the outline application and the Local Planning Authority requires this information to ensure that the development delivers a sustainable, co-ordinated, inclusive and high quality designed form of development that is supported by necessary sports and recreation facilities in the interests of local health and amenity, in accordance with Policies C8, C9 of the adopted Liverpool UDP, Policy L1 of RSS13, and the NPPF.</p>	
<p>29 Prior to submission of the first application seeking approval of details of reserved matters involving residential use in Neighbourhoods C, D and E, the Applicant shall submit for the written approval by the Local Planning Authority details of an equipped play area to be included in each of those Neighbourhoods. Each equipped play area must be completed prior to residential occupation of that particular neighbourhood (in accordance with the Detailed Neighbourhood Phasing Plan) and shall make provision for the following:</p> <ul style="list-style-type: none"> ▪ an equipped play facility with an area of at least 400sqm; and ▪ at least 6 no. pieces of play equipment. <p>Development shall thereafter be implemented in accordance with the approved details and such facilities that are approved shall be retained thereafter.</p> <p>Reason: These details have not been provided with the outline application and the local planning authority requires this information to ensure that the development incorporates these essential facilities in the interests of local health and amenity in accordance with the requirements of Policy 10 of the adopted Liverpool UDP and the NPPF.</p>	<p>This planning application is a full standalone planning submission, specifically for plot C-02 and not the wider neighbourhood and is not for reserved matters. As such this condition is not directly applicable.</p> <p>However, the project team have ensured that a high level of public realm including a waterside walkway has been incorporated into the design of the proposed scheme to provide for its own amenity areas and recreation facilities. See the supporting Design and Access Statement and Landscape Statement for more details.</p>
<p>30 Prior to the commencement of development in any neighbourhood (or part of any neighbourhood) a Groundworks Investigation Statement shall be submitted to and approved in writing by the Local Planning Authority setting out how the development in that neighbourhood or part neighbourhood will contribute towards meeting the Neighbourhood Ground Contamination & Earthworks Strategy referred to</p>	<p>A Phase 1 and 2 Ground Conditions Report has been produced to support this standalone full planning application. In addition to this, the supporting Environmental Statement also assesses Ground Contamination on the site and concludes there are no significant effects.</p> <p>It is considered sensible that any further details required can be negotiated and potentially conditioned within the decision notice of this application.</p>

<p>in Condition 20. The Groundworks Investigation Statement shall include the following details:</p> <ul style="list-style-type: none"> (i) Materials Management Plan; (ii) Gas mitigation measures; (iii) Remediation infrastructure; (iv) Details of the phasing of earthworks and ground remediation; and (v) Investigation and remediation of unexploded ordnance (UXO), prior to any ground preparation or construction work commencing on site. <p>Reason: To ensure that the development is carried out in accordance with the Principal Application Documents that have been tested by the EIA so as to deliver a safe form of development whereby risks from land contamination to construction workers, future users of the site and neighbouring land and buildings are controlled acceptably in accordance with Policies GEN8, OE4, OE5, OE6, EP1, EP2, EP3, EP11 & EP12 of the adopted Liverpool UDP and the NPPF.</p>	
<p>31 Prior to the construction of any building or area of public realm a detailed statement shall be submitted for written approval by the Local Planning Authority setting out how that building or area will include means of disposal of foul and surface water that ensure the protection of the water environment, and provide for adequate foul water drainage for that part of the development during both construction and operation in accord with the Neighbourhood Water Environment Protection Strategy referred to in Condition 15 attached to this permission. The statement of drainage details shall include for the building or area concerned the following information:</p> <ul style="list-style-type: none"> (i) detailed and quantitative foul and surface water drainage assessments; (ii) details of measures for sustainable water use; (iii) reinforcement of existing foul and surface water drainage infrastructure where necessary as a result of the development; (iv) details regarding the storage and management of any oils, fuels, chemicals or other hazardous substances; (v) Measures to ensure that no foul drainage or uncontrolled surface water run off shall be discharged into controlled waters (inland fresh waters, coastal waters and relevant territorial waters) and groundwater; and (vi) Means and methodology for the monitoring and management of water quality within dock system. 	<p>The Flood Risk Assessment and Drainage Strategy submitted with this full application along with the Environmental Statement includes a foul and surface water drainage strategy for the proposed scheme and therefore conforms to this specific area of the LW outline consent.</p>

<p>Reason: To deliver a safe and sustainable form of development whereby risks of contamination and pollution of the water environment, including risks to controlled waters (inland fresh waters, coastal waters and relevant territorial waters), property and the natural environment, are minimised in accordance with Policies GEN8, OE4, OE5, OE6, EP1, EP2, EP9, EP10, EP11 & EP12 of the adopted Liverpool UDP, the NPPF, and The Environmental Protection Act (1990), Freshwater Fish Directive & Water Framework Directive (& Groundwater Regulations 2009).</p>	
<p>32 Prior to the commencement of development within any neighbourhood (or part of a neighbourhood with the Council's written permission) other than Neighbourhood A (Princes Dock) the approval in writing of the Local Planning Authority must be obtained to a detailed Water Supply Statement setting out how the development in that neighbourhood (or part) will provide for the reinforcement of water supply. The Water Supply Statement shall include the following information:</p> <p>(i) Detailed and quantitative potable water supply impacts assessments; and</p> <p>(ii) Means and methodology for providing necessary potable water supply and associated infrastructure.</p> <p>Reason: To deliver a safe and sustainable supply of potable water to the development without placing an unacceptable demand on local potable water supply and infrastructure in accordance with Policies GEN8, OE4, OE5, OE6 & EP12 of the adopted Liverpool UDP, the NPPF, The Environmental Protection Act (1990) & Water Framework Directive (& Groundwater Regulations 2009).</p>	<p>This planning application is a full standalone planning submission, specifically for plot C-02 and not the wider neighbourhood.</p> <p>However, it is considered sensible that any further details required can be negotiated and potentially conditioned within the decision notice of this application.</p>
<p>33 Flood Risk Protection Plan</p> <p>33. Prior to the commencement of development within any neighbourhood (or part of a neighbourhood with the Council's written permission) a detailed statement shall be submitted for the approval of the Local Planning Authority in writing ("the Flood Risk Protection Plan") setting out the way in which the mitigation measures with regard to flood risk enumerated in the Environmental Statement (November 2011) and Strategic FRA Addendum (November 2011) will be deployed in the neighbourhood or part</p>	<p>The Flood Risk Assessment submitted with this full application along with the Environmental Statement refers to a protection plan for the proposed scheme.</p> <p>It is considered sensible that any further details required can be negotiated and potentially conditioned within the decision notice of this application.</p>

<p>neighbourhood concerned in accord with the Flood Risk Protection Strategy referred to in Condition 21 attached to this permission. This Flood Risk Protection Plan statement shall include the following information for the neighbourhood or part neighbourhood concerned:</p> <p>(i) Detailed and quantitative, flood risk impact assessments. For the avoidance of doubt the detailed Flood Risk Protection Plan shall have regard to the design life of buildings, increased rainfall intensities of 30%, sea level rise as a result of climate change, and flooding due to extreme wave height overtopping river walls;</p> <p>(ii) The method and means of surface water flood risk mitigation, including details of the siting and design of surface water overflows and entrapment measures;</p> <p>(iii) Details of all future ground, building and emergency access route levels and topography to ensure safe surface water runoff away from these sensitive receptors;</p> <p>(iv) The extent and method of raising ground levels within Flood Risk Zones 2 & 3 with areas of the site falling within Flood Risk Zone 2 following the raising of ground levels allocated for uses that are non-sensitive to flooding;</p> <p>(v) Details of flood resilience and protection measures; and</p> <p>(vi) A Flood Evacuation Strategy to be produced (in consultation with Emergency Planners) for all land and buildings, during both construction and operation, to ensure the safe and inclusive evacuation of all site users in the event of flooding.</p> <p>Reason: To ensure that the development is carried out in accordance with the Principal Application Documents and the details of the application that have been assessed by the EIA and Strategic Flood Risk Assessment Addendum so as to deliver a safe and sustainable form of development which is resilient to both tidal and surface water flooding, including flooding as a result of climate change, in the interests of protecting safety and amenity of construction workers, future workers and occupiers of the site and users of neighbouring land, as well as ecological receptors, whilst preserving and enhancing the sensitive, historic character of the site and its surroundings in accordance with Policies GEN3, GEN8, HD5, HD8, HD11, HD12, HD18, OE4, OE5, OE6 & EP13 of the adopted</p>	
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<p>Liverpool UDP, PPS1 (and Supplement) & the NPPF.</p>	
<p>34 Prior to the commencement of development within any neighbourhood (or part of a neighbourhood with the Council's written permission) the approval in writing of the Local Planning Authority must be obtained to a detailed Ecological & Biodiversity Statement based on the Neighbourhood Ecological & Biodiversity Strategy explaining how the specific scheme in that neighbourhood or part neighbourhood will provide for the protection and enhancement of protected species and supporting habitats, including the provision of new and replacement habitats by means of the following:</p> <ul style="list-style-type: none"> (i) Provision of detailed and quantitative surveys to be able to assess in detail any potential impacts of the development upon bats and migratory and/or over-wintering birds; (ii) Mitigation to safeguard fish and other water species; (iii) Details of habitat creation; (iv) Siting and design of replacement roosting sites within Nelson Dock for displaced winter water birds (specifically cormorants); (v) Provision and management of new / compensatory habitats; (vi) The design of buildings and spaces based on the Detailed Neighbourhood Masterplan for the land; (vii) For development involving the Hydraulic Engine House, Victoria Clock Tower or the office and workshop buildings south of Collingwood Dock, detailed internal bat surveys; (viii) Measures to control leisure boat activity and behaviour within the dock system to minimise disturbance of wildlife within the docks; (ix) Measures to discourage gulls and pigeons from nesting/roosting on buildings; and (x) Mitigation for any areas affected by invasive, non-native plants and noxious weeds. <p>Reason: To ensure that the development is carried out in accordance with the Principal Application Documents that have been assessed by the EIA and in order that suitable steps are taken to protect the ecological environment within the site during the implementation of the development and preserve its future biodiversity in accordance with Policies GEN8, OE4, OE5, OE6, OE7, EP11 & EP12 of the adopted Liverpool UDP, the NPPF, The Environmental Protection Act (1990), Environment Act (1995), Air Navigation Order (2009), Conservation of Habitats and Species Regulations 2010) & European Conservation of Wild Birds Directive (79/409/EEC) ("The Birds Directive").</p>	<p>A Preliminary Ecological Assessment, Marine Ecology Report and Environmental Statement assessing reports have been submitted with this application and addresses ecological and marine impacts within the dock system.</p> <p>In addition to this, the application also includes a shadow Habitats Regulation Assessment.</p>

<p>35 Prior to the commencement of development within any neighbourhood (or part of a neighbourhood with the Council's written permission) the approval in writing of the Local Planning Authority must be obtained to a detailed statement explaining the measures that will be taken as part of the development to provide for the protection and enhancement of the aquatic elements in conjunction with the neighbourhood or part neighbourhood concerned in accordance with the provisions of the Water Environment Protection Strategy referred to in Condition 15 of this permission. The statement shall include the following information:</p> <p>(i) Arrangements for any necessary reinforcement of existing foul and surface water drainage and water supply infrastructure;</p> <p>(ii) Details of the investigation and any necessary remediation of contaminated land to create effective barriers to sensitive water receptors;</p> <p>(iii) Details of the means and manner by which contaminated or polluting construction or demolition material or refuse, is managed and stored whilst on site as set out in the Construction Environmental Management Plan (CEMP);</p> <p>(iv) Details of the arrangements for temporary drainage during construction, as set out under CEMP which shall provide controls to safeguard surface water quality from contamination and pollution;</p> <p>(v) Arrangements to ensure that no foul drainage or contaminated surface water run-off shall be discharged into any borehole, well spring, soakaway or watercourse (including dry ditches that connect with a watercourse);</p> <p>(vi) Provision for surface water drainage which shall be designed in the form of Sustainable Urban Drainage systems (SUDS) that facilitate surface water run off through outflows to the docks and River Mersey which shall be designed to prevent pollution of the water environment;</p> <p>(vii) Drainage from all areas passing through oil and silt interceptors and other entrapment systems shall be designed to prevent pollution of the water environment;</p> <p>(viii) A means to ensure that all foul water drainage shall pass through grease traps with adequate pumping from basements/undercrofts;</p> <p>(ix) A means to ensure sustainable water saving and water use efficiency that adheres to</p>	<p>The Flood Risk Assessment, Drainage Strategy and the relevant chapters within the Environmental Statement accompanying this planning application addresses water environment protection and set out the measures that will be taken as part of the development to provide for the protection and enhancement of the aquatic elements.</p> <p>It is considered sensible that further details (i.e a Construction Environmental Management Plan) required can be negotiated and potentially conditioned within the decision notice for this application.</p>
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<p>BREEAM for Communities ‘excellent’ rating and Code for Sustainable Homes Level 4; details of water efficient appliances, rainwater harvesting, leak detection systems, drought resistant landscaping, natural irrigation systems and separate metered water supply.</p> <p>(x) A Remediation Strategy for the closure, abandonment and removal of all redundant drainage and water supply systems, including remediation measures to ensure no adverse pollution of the surface water environment;</p> <p>(xi) A Method Statement for piling works and detailed foundation design in relation to risks to underlying groundwater and aquifers;</p> <p>(xii) A mechanism to enable monitoring of the effectiveness of agreed water protection mitigation as set out in Schedule 6 of this permission,</p> <p>Reason: To ensure that the development is carried out in accordance with the approved Principal Application Documents which have been tested by the EIA and the Flood Risk Assessment Addendum and to ensure that arrangements are in place to control any risks of contamination and pollution of the aquatic environment in accordance with Policies GEN8, OE4, OE5, OE6, EP1, EP2, EP9, EP10, EP11 & EP12 of the adopted Liverpool UDP, the NPPF, The Environmental Protection Act (1990) and the Freshwater Fish Directive & Water Framework Directive (& Groundwater Regulations 2009).</p>	
<p>36 All applications for approval of reserved matters details comprising elements which seek approval for the scale and layout of residential, retail, leisure and office development or the cruise liner turnaround facility (Use Classes A1, A2, A3, A4, B1, C1, C3, D1, D2 & Sui Generis) shall be supported by a detailed statement setting out how the specific scheme involved in that application will provide for the objectives of sustainable design, construction and management relative to that particular part of the approved development in conformity with the respective Neighbourhood Sustainability Strategy referred to under Condition 17 attached to this permission.</p> <p>Reason: To ensure that the development is carried out in accordance with the Principal Application Documents and Sustainability Appraisal and the details of the application that have been assessed by the EIA so as to deliver a sustainable from of development in conformity with Policies GEN 1, GEN 7 & GEN 8 of the adopted Liverpool UDP and the NPPF.</p>	<p>As set out in the response to Condition 17, there is no requirement to submit a Neighbourhood Sustainability Strategy with this planning application as it is a full application and is not a reserved matters application.</p> <p>It is considered sensible that further details required can be negotiated and potentially conditioned within the decision notice for this application.</p>

<p>37 All applications for approval of reserved matters details seeking approval of the scale and layout of residential, retail, leisure and office development or the cruise liner turnaround facility (Use Classes A1, A2, A3, A4, B1, C1, C3, D1, D2 & Sui Generis) shall be supported by a detailed statement setting out how the specific scheme involved in that application will conform to the Neighbourhood Energy Strategy referred to under Condition 18 attached to this permission. The Energy Supply Statement shall make provision for:</p> <p>(i) Detailed and quantitative energy demand and emission impact assessments; and</p> <p>(ii) Identify the sustainable construction techniques that will be employed in the development in relation to energy supply;</p> <p>Reason: To ensure that measures to limit impact on the use of non-renewable energy resources and minimise carbon emissions are considered in relation to details of development in accordance with the approved Energy Strategy in accordance with Policies HD21 & EP16 of the adopted Liverpool UDP and the NPPF.</p>	<p>As set out in the response to Condition 18, there is no requirement to submit a Neighbourhood Energy Strategy with this planning application as it is a full application and is not a reserved matters application.</p> <p>It is considered sensible that further details required can be negotiated and potentially conditioned within the decision notice for this application.</p>
<p>38 Prior to the commencement of development within any neighbourhood (or part of a neighbourhood with the Council's written permission) the approval in writing of the Local Planning Authority must be obtained to details of the size, configuration and specification of all designated waste storage / recycling / composting facilities and associated services areas and access routes and details of processing arrangements for waste/recycling collection of both household and commercial waste.</p> <p>Reason: To minimise waste production, the amount of waste sent to landfill and the distances it is transported thereby reducing risks of contamination and pollution on-site, to neighbouring land and the water and air environment in the interests of preserving natural and non-renewable resources and protecting the health and safety of human and ecological receptors in accordance with Policies GEN8, OE4, OE5, OE6, EP9, EP10, EP11 & EP12 of the adopted Liverpool UDP, the NPPF & The Waste Directive.</p>	<p>The planning application drawings and Design and Access Statement set out the waste management strategy for the site.</p> <p>It is considered sensible that further details required can be negotiated and potentially conditioned within the decision notice for this application.</p>
<p>39 Prior to the commencement of development within any neighbourhood (or part of a neighbourhood with the Council's written permission) the approval in writing of the Local Planning Authority must be obtained to a Construction Environmental Management Plan ("CEMP") that relates to that particular</p>	<p>Information will be provided following consent once a contractor has been instructed however the details set out in the condition for consideration within the CEMP have been considered as mitigation as part of the Environment Statement.</p>

<p>neighbourhood and has regard to the wider Masterplan which explains how construction activity and infrastructure provision will be provided and managed in a coordinated, timely and safe manner. The CEMP shall include the following details:</p> <ul style="list-style-type: none"> (i) A timetable of works from commencement to completion; (ii) Means and method of retaining areas of hardstanding wherever possible; (iii) Details of site clearance works/earthworks; (iv) Details in respect of draining, infilling and any construction in dock water spaces; (v) Temporary Drainage Strategy during construction; (vi) Measures for ensuring the safety of constructions workers; (vii) Details of excavation and foundation installation to ensure their structural stability; (viii) Details of any contaminated land remediation measures and capping of landfill gases; (ix) Details of construction traffic movements and management; (x) Details of temporary highway / utility works or closures, construction routes in and around the site, public transport provision, safe access for passing traffic and pedestrians, and any public realm works; (xi) Details of working methods, construction techniques and working programmes to mitigate construction noise and vibration and air quality emissions; (xii) Hours of operation for construction work; (xiii) Means and manner for the storage of plant and materials; (xiv) Details of the erection and maintenance of scaffolding and security hoarding lines including decorative displays and public viewing areas; (xv) Details of construction lighting installations; (xvi) Details of dust suppression measures; (xvii) Safeguarding operation of John Lennon Airport through the siting design and lighting of tall buildings, construction cranes and other equipment; (xviii) A construction training plan for all contractors and construction workers. (xix) Provisions for monitoring and review of the approved CEMP. <p>Reason: To control construction activity in the interests of safety and amenity and minimise risks of pollution and contamination to controlled waters (inland fresh waters, coastal waters and</p>	<p>It is considered sensible that further details required can be negotiated and potentially conditioned within the decision notice for this application.</p>
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<p>relevant territorial waters) air quality and ecological systems, and instability of land and structures, including heritage assets, in accordance with Policies GEN3, GEN8, HD1, HD5, HD8, OE4, OE5, OE6, EP1, EP2, EP3, EP9, EP10, EP11, EP12 & EP13 of the adopted Liverpool UDP, the NPPF, Environmental Protection Act (1990), Water Framework Directive (& Groundwater Regulations 2009) & Air Quality Directive.</p>	
<p>40 Prior to the commencement of development within any neighbourhood (or part of a neighbourhood with the Council's written permission) the approval in writing of the Local Planning Authority must be obtained to a detailed statement setting out how specific highway and public transport enhancement works in that neighbourhood or part neighbourhood will be carried out and managed in a manner which meets the needs relevant to that particular neighbourhood or part neighbourhood in terms of public transport, vehicles, cyclists and pedestrians and which delivers the Travel Plan targets, including travel mode splits, defined in the Transport Assessment (November 2011)'Do Something' Network Changes. The Highways & Public Transport Enhancement Statement shall include the following particulars:</p> <ul style="list-style-type: none"> • Details of the highway works proposed within the neighbourhood or part of the development; • Details of any off-site highway works, including capacity assessment of all new junctions, all roads, cycleways, footpaths and public transport infrastructure required to serve the development; • Details of proposed provision for bus services in accordance with the provisions of the Transport Assessment. <p>Reason: To deliver a sustainable, co-ordinated and high quality form of development that is supported by the necessary highway and public transportation infrastructure in accordance with Policies Gen 6, T1, T2, T6, T7, T8, T9, T10, T11, & T15 of the adopted Liverpool UDP, Liverpool's Ensuring a Choice of Travel – SPD, the Council's Local Transport Plan and the NPPF.</p>	<p>The Transport Assessment prepared in support of this standalone full application demonstrates that the Site can be satisfactorily accommodated without detriment to traffic conditions on the existing local highway network and without capacity improvements.</p> <p>The Transport Assessment has considered and addressed the requirement for highway and public transport enhancement works in so far as they relate to this development proposal to ensure that the proposals conform as closely as possible and do not prejudice the development of the wider Liverpool Waters Outline Planning Consent.</p> <p>This is further set out in regards to cumulative development within the Environmental Statement.</p>
<p>41 Prior to the commencement of development within any neighbourhood (or part of a neighbourhood with the Council's written permission) the approval in writing of the Local Planning Authority must be obtained to a detailed statement setting out how the likely parking demand generated by that particular part of the approved development, during both construction</p>	<p>The Transport Assessment prepared in support of this standalone full planning application in addition to the chapter within the Environmental Statement provides details of all vehicle access arrangements and the facilities provided for each mode of access.</p>

<p>and operation, will be met, mitigated and managed in order to achieve the travel mode splits in the Transport Assessment (November 2011). The Car and Cycle Parking Management Statement shall include the following details for the neighbourhood or part neighbourhood concerned:</p> <ul style="list-style-type: none"> i. total number of on and off street parking spaces (vehicles and cycles); ii. location and specification of parking spaces; iii. allocation, ratio and sharing of parking (vehicles and cycles) relative to different uses; iv. car parking management regime; v. any traffic regulation orders such as controlled parking zones (CPZ) on the adopted highway in the vicinity of the site; vi. proposals for siting & design of directional signage; vii. surface markings, including pedestrian / cycle routes; viii. accessible / disabled car parking (minimum provision 6%); ix. visibility splays; x. gradients of access ramps; xi. security measures; xii. charging points for electrically powered vehicles; xiii. cycle storage and any hire facilities; xiv. 'Car Club' and any supporting facilities; xv. lighting & CCTV installations; xvi. means of access and egress control to car parks and service areas; and xvii. layout and design of basement, multi-storey and surface car parking, including the provision of plant and ventilation equipment. <p>Reason: To ensure that the development is supported by the necessary level of car and cycle parking infrastructure in the interests of reducing travel by means of private car, encouraging sustainable patterns of travel, reducing traffic congestion and pollution, ensuring inclusive access for all and safeguarding highway and pedestrian safety in accordance with Policies Gen 6, T1, T2, T6, T7, T8, T9, T10, T13, T15 & EP11 of the adopted Liverpool UDP, Liverpool's Ensuring a Choice of Travel – SPD, the Council's Local Transport Plan, and the NPPF.</p>	
<p>42 Prior to the commencement of development within any neighbourhood (or part of a neighbourhood with the Council's written permission) the approval in writing of the Local</p>	<p>A Travel Plan to support the proposed scheme has been included as part of the application.</p>

<p>Planning Authority must be obtained to a detailed Draft Travel Plan setting out the specific means for delivering sustainable means of travel and assisting in reducing dependency on private car use, during both construction and operation, through a Travel Plan or Travel Plans relative to that particular neighbourhood or part, as set out in the Travel Plan Strategy referred to in Condition 22 attached to this permission. The Detailed Travel Plans shall make provision for the following:</p> <ul style="list-style-type: none"> • The production of a Final Travel Plan for each building or group of buildings unless otherwise agreed in writing with the Local Planning Authority that such a plan is not warranted in relation to any particular building, to be implemented within 6-months of the first occupation of that building or group of buildings; and • The appointment of a Travel Plan Coordinator(s) with the responsibility of delivering the Final Travel Plans, during both construction and operation, in connection with each building or group of buildings, including its promotion, preparation, implementation, monitoring and continual review for a minimum period of ten years after completion of construction, with schedules for bi-annual audit by LCC. <p>Reason: In the interests of reducing travel by private car by encouraging sustainable patterns of travel thereby reducing traffic congestion and pollution ensuring inclusive access for all and safeguarding highway and pedestrian safety, in accordance with Policies Gen 6, T1, T2, T6, T7, T8, T9, T10, T13, T15 & EP11 of the adopted Liverpool UDP, Liverpool's Ensuring a Choice of Travel – SPD, the Council's Local Transport Plan, the NPPF & Air Quality Directive.</p>	
<p>43. Prior to the commencement of development in Neighbourhood B (King Edward Triangle) details of the measures proposed to support the relocation of existing businesses that will be displaced by the development shall be submitted for approval in writing by the Local Planning Authority.</p> <p>Reason: To ensure the development is carried out in a co-ordinated form and to enable account to be taken of local employment and training opportunities available to businesses affected by the approved development and support the local economy.</p>	<p>This proposal is located in Neighbourhood C; therefore, this condition is not relevant to this planning application.</p>

Part E – Compliance Conditions	
Condition	Response
<p>44 Notwithstanding the provisions of Schedule 2, Part 4, Class A of the Town & Country Planning (General Permitted Development) Order 1995 (or any legislation revoking, re-enacting or modifying that Order) full details of the siting and external design of any temporary structures/ buildings required in relation to the implementation of the development be submitted to and approved in writing by the Local Planning Authority; any such temporary structures and buildings shall be installed in accordance with the approved details.</p> <p>Reason: In the interests of amenity and preserving the sensitive, historic character and setting of the site given the extensive scale of development and long-term build-out period in accordance with Policies GEN3, HD5, HD8, HD11, HD12 & HD18 of the adopted Liverpool UDP, Liverpool's World Heritage Site – SPD, and the NPPF.</p>	<p>Further discussions regarding construction will be held with Liverpool City Council and it is considered sensible that further details required can be negotiated and potentially conditioned within the decision notice for this application.</p>
<p>45 Noise levels at any occupied residential property due to construction or demolition or Site Engineering and Preparation Works shall not exceed 75dB LA eq (10 hour) measured at 1m from the façade of the nearest occupied property, between the hours of 08.00 to 18.00, Monday to Friday, and 75dB LA eq (5 hour) during the hours of 08.00 to 13.00 on Saturday, as controlled through the CEMP, unless such works have the prior approval of the Local Authority, under S61 of the Control of Pollution Act 1974.</p> <p>Reason: To ensure that best practicable means are used to reduce noise generated by construction in the interests of protecting the amenity of future occupiers of the development and occupiers of neighbouring land, as well as to protect ecological receptors, in accordance with Policy EP11 of the adopted Liverpool UDP, the NPPF, The Environmental Protection Act (1990) & Environment Act (1995).</p>	<p>Noise and Vibration is assessed in the supporting Environmental Statement to ensure there won't be any significant effects on the existing surrounding and will not prejudice the development of the wider Liverpool Waters Outline Consent.</p> <p>However, if required further discussions regarding construction will be held with Liverpool City Council and it is considered sensible that further details required can be negotiated and potentially conditioned within the decision notice for this application.</p>
<p>46 Noise levels from construction work or Site Engineering and Preparation Works shall be no higher than 65dB LA eq (1 hour) and 70dB LA eq (1 minute) at any educational premises measured at 1m from the façade of the building during school hours in term time, unless such works have the prior approval of the Local Authority under S61 of the Control of Pollution Act 1974.</p> <p>Reason: To ensure that best practicable means are used to reduce noise generated by construction in the interests of protecting the amenity of future occupiers of the development and occupiers of neighbouring land, as well as to protect</p>	<p>Noise and Vibration is assessed in the supporting Environmental Statement to ensure there won't be any significant effects on the existing surrounding and will not prejudice the development of the wider Liverpool Waters Outline Consent.</p> <p>However, if required further discussions regarding construction will be held with Liverpool City Council and it is considered sensible that further details required can be negotiated and potentially conditioned within the decision notice for this application.</p>

<p>ecological receptors, in accordance with Policy EP11 of the adopted Liverpool UDP, the NPPF, The Environmental Protection Act (1990) & Environment Act (1995).</p>	
<p>47 No development shall commence within any given Neighbourhood or part thereof unless and until a detailed scheme for Noise and Vibration monitoring and assessment for all proposed construction plant and processes associated with development of that Neighbourhood or part has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:</p> <ul style="list-style-type: none"> a) the identification of noise and vibration sensitive premises for noise monitoring, including arrangements for amending the selected locations if new sensitive premises are introduced during construction; b) an assessment of any cumulative noise and vibration impacts from other planned construction works; c) the noise and vibration parameters to be measured and the frequency and duration of monitoring; d) the arrangements for reporting the results of noise and vibration monitoring; and e) the implementation of mitigation measures, including those set out in the CEMP. <p>Reason: To protect the amenities of local residents and other sensitive receptors in accordance with UDP Policy EP11 & the NPPF.</p>	<p>Noise and Vibration is assessed in the supporting Environmental Statement to ensure there won't be any significant effects on the existing surrounding and will not prejudice the development of the wider Liverpool Waters Outline Consent.</p> <p>However, if required further discussions regarding construction will be held with Liverpool City Council and it is considered sensible that further details required can be negotiated and potentially conditioned within the decision notice for this application.</p>
<p>48 No noise, vibration or light generating construction works, including site engineering and preparatory works, that are audible or visible at the site boundary, are to be carried out outside of normal construction working hours of 08.00 to 18.00 hours, Monday to Friday, and 08.00 to 13.00 hours on Saturdays, unless exceptional hours of working are suitably justified through the Construction Environmental Management Plan (CEMP) and agreed by the Local Planning Authority. No construction works shall be carried out on Sundays or Bank Holidays without the prior written consent of the Local Planning Authority.</p> <p>Reason: To ensure that best practicable means are used to reduce noise generated by construction in the interests of protecting the amenity of future occupiers of the development and occupiers of neighbouring land, as well as to protect ecological receptors, in accordance with Policies</p>	<p>The proposed scheme will aim to comply with this condition.</p> <p>If required further discussions regarding construction will be held with Liverpool City Council and it is considered sensible that further details required (i.e Construction Environmental Management Plan) can be negotiated and potentially conditioned within the decision notice for this application.</p>

<p>EP11 & HD28 of the adopted Liverpool UDP, the NPPF, and The Environmental Protection Act (1990) & Environment Act (1995)</p>	
<p>49 Insofar that this permission relates to food and drink leisure uses falling with Use Classes A3, A4, C1, D1 & D2 uses as defined in the Town and Country (Use Classes) Order 1987 (as amended) noise control measures must be employed within the development such that sound generated within the commercial entertainment areas does not give rise to noise levels exceeding NR30 in any nearby residential accommodation (expressed in terms of the maximum sound pressure level in each octave band) as determined by Liverpool City Council's Environmental Health Service.</p> <p>Reason: To protect the amenity of nearby occupiers and in accordance with Policy EP11 of the Liverpool UDP, and the NPPF.</p>	<p>Noise and Vibration is assessed in the supporting Environmental Statement to ensure there won't be any significant effects on the existing surrounding and will not prejudice the development of the wider Liverpool Waters Outline Consent.</p> <p>However, if required further discussions regarding construction will be held with Liverpool City Council and it is considered sensible that further details required can be negotiated and potentially conditioned within the decision notice for this application.</p>
<p>50 Insofar that this permission relates to land uses falling within Classes A3, A4, C1, D1 or D2 as defined within the Town and Country (Use Classes) Order 1987 (as amended) there shall be no amplified music within any associated external caf��s, terraces or other areas of external public realm, including public event space and watersports facilities unless otherwise agreed with the Local Planning Authority in writing. All buildings or premises that are occupied by such uses shall make provision for the acoustic lobbying of entrances or incorporate self-closing door mechanisms, with all windows and doors to be closed between the hours 23.00 and 07.00 hours, unless otherwise agreed in writing by the Local Planning Authority, other than the use of doors for access to and from the premises.</p> <p>Reason: To protect the amenity of nearby occupiers in accordance with Policy EP11 of the Liverpool UDP, and the NPPF.</p>	<p>Noise and Vibration is assessed in the supporting Environmental Statement to ensure there won't be any significant effects on the existing surrounding and will not prejudice the development of the wider Liverpool Waters Outline Consent.</p> <p>However, if required further discussions regarding construction will be held with Liverpool City Council and it is considered sensible that further details required can be negotiated and potentially conditioned within the decision notice for this application.</p>
<p>51 The rating level of the noise emitted from any plant in the development hereby approved, including mechanical ventilation serving any basement car park, decentralised energy centres or renewable energy generating sources, shall not exceed existing background noise levels. The noise level shall be determined at the nearest noise sensitive premises and the measurements and assessments shall be made according to</p>	<p>Noise and Vibration is assessed in the supporting Environmental Statement to ensure there won't be any significant effects on the existing surrounding and will not prejudice the development of the wider Liverpool Waters Outline Consent.</p> <p>However, if required further discussions regarding construction will be held with Liverpool City Council and it is considered sensible that further details required can be negotiated and</p>

<p>BS4142:1997 (Method for Rating Industrial Noise Affected Mixed Residential and Industrial Areas).</p> <p>Reason: To ensure that the amenity of nearby occupiers is not adversely affected by the development in accordance with Policy EP11 of the Liverpool UDP, and the NPPF.</p>	<p>potentially conditioned within the decision notice for this application.</p>
<p>52 For all proposed residential uses and other noise sensitive premises in the development hereby approved, in particular those premises that are located in proximity of highways, neighbourhood hubs, Sandon Dock WWTC and service areas, a Noise Exposure Assessment shall be undertaken setting specific mitigation measures for such premises to be acoustically insulated in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. Such measures shall be installed to the satisfaction of the Local Planning Authority as confirmed in writing prior to the first occupation of the development. For the avoidance of doubt, sound mitigation must take the form of a package of acoustic treatment to all habitable room windows in accordance with the specifications contained within the Noise Insulation Regulations 1975, or double glazing of an equivalent or better acoustic performance, together with the provision of a scheme of acoustically attenuated mechanical ventilation to remove the need to open windows for ventilation purposes in order to ensure the same performance criteria can be met.</p> <p>Reason: To ensure that a satisfactory level of amenity is afforded for future occupiers of the development in accordance with Policy EP11 of the Liverpool UDP, and the NPPF.</p>	<p>Noise and Vibration is assessed in the supporting Environmental Statement to ensure there won't be any significant effects on the existing surrounding and will not prejudice the development of the wider Liverpool Waters Outline Consent.</p> <p>However, if required further discussions regarding construction will be held with Liverpool City Council and it is considered sensible that further details required can be negotiated and potentially conditioned within the decision notice for this application.</p>
<p>53 No development shall commence until a scheme, including a programme for monitoring, assessing and controlling air quality and any dust arising from the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:</p> <p>a) the identification of sensitive premises to be used as the location for air quality and dust monitoring, including any arrangements proposed for amending the selected locations if new air pollutant and dust sensitive premises are introduced;</p> <p>b) the frequency and arrangements for monitoring dust and air pollutants, including PM10 and Nitrogen Dioxide before, during and after the development; and</p>	<p>The Environmental Statement submitted with this standalone full application addresses the Air Quality impacts of the proposals and includes measures to monitor, assess and control air quality and any dust arising from the proposals and concludes there won't be any significant effects.</p>

<p>c) the arrangements for reporting the results of the monitoring of dust and air pollutants and the implementation of any necessary mitigation measures.</p> <p>The approved scheme shall be reviewed every five years following commencement of the development and shall be re-submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: In the interests of protecting the amenity of future occupiers of the development and occupiers of neighbouring land, as well as to protect air quality and ecological receptors, in accordance with Policy EP11 of the adopted Liverpool UDP, the NPPF, and The Environmental Protection Act (1990) & Environment Act (1995).</p>	
<p>54 All external lighting installations shall be designed to accord with BS EN 5489-1:2003 and BS 132101-1:2003 (or any British lighting standards that subsequently supersede these), incorporating dark sky-friendly luminaires.</p> <p>Reason: In the interests of the amenity of future occupiers of the development and occupiers of neighbouring land, as well as to protect air quality, ecological receptors and local air navigation in accordance with Policies EP11 & HD28 of the adopted Liverpool UDP, the NPPF and The Environmental Protection Act (1990), Environment Act (1995) & Air Navigation Order (2009).</p>	<p>Lighting proposals have been developed that respond to the operational requirements of the site albeit in draft and is including in the application drawings and Landscape Statement</p> <p>They will be further developed in the detailed design process and if required further discussions regarding construction will be held with Liverpool City Council and it is considered sensible that further details required can be negotiated and potentially conditioned within the decision notice for this application.</p>
<p>55 All residential dwelling units commenced prior to 1st January 2016 shall, as a minimum, achieve a Code Level 4 in accordance with the requirements of the Code for Sustainable Homes: Technical Guide (or such national measure of sustainability for house design that supersedes these standards).</p> <p>Reason: In the interests of minimising the demand for energy from non-renewable resources and to minimise potential emissions and waste in accordance with Policies HD21 & EP16 of the adopted Liverpool UDP and the NPPF.</p>	<p>This condition is now out of date as 1st January 2016 has passed, condition 56 will apply instead.</p>
<p>56 All residential dwelling units commenced on the 1st January 2016, or thereafter shall, as a minimum, achieve a Code Level 6 in accordance with the requirements of the Code for Sustainable Homes: Technical Guide (or such national measure of sustainability for house design that supersedes these standards).</p> <p>Reason: In the interests of minimising the demand for energy from non-renewable resources and to minimise potential emissions and waste in</p>	<p>Further discussions regarding sustainability will be held with Liverpool City Council if required and it is considered sensible that further details required can be negotiated and potentially conditions within the decision notice for this application.</p>

<p>accordance with Policies HD21 & EP16 of the adopted Liverpool UDP and the NPPF.</p>	
<p>57 All building development shall achieve a BREEAM Communities rating of excellent and, unless otherwise agreed in writing by the Local Planning Authority, no building development shall take place until evidence has been submitted to and agreed by the Local Planning Authority in writing demonstrating that the proposed building is registered with a BREEAM certification body and a pre-assessment report (or design stage certificate with interim rating if available) indicates that the building can achieve the stipulated final BREEAM level. After construction, no such building shall then be occupied until a Final Certificate has been issued certifying that BREEAM rating excellent (or any equivalent national measure of building sustainability which subsequently replaces this industry standard) has been achieved for the building concerned.</p> <p>Reason: In the interests of minimising the demand for energy from non-renewable sources and to minimise emissions and waste production and mitigate any adverse impact of the approved development on the environment in accordance with Policies HD21 & EP16 of the adopted Liverpool UDP and the NPPF.</p>	<p>The applicant will ensure that the building is future-proofed where possible.</p> <p>If required further discussions regarding construction will be held with Liverpool City Council and it is considered sensible that further details required can be negotiated and potentially conditioned within the decision notice for this application.</p>
<p>58 The key areas of public open space and key linkages indicated on Parameter Plan 007 hereby approved, shall be delivered relative to associated parcels/plots referred to in Schedule 5 attached to this permission on the basis approved in the Detailed Neighbourhood Masterplan for the neighbourhood concerned as referred to in Condition 11 of this permission, having regard also to the approved Phasing Parameter Plan 003, the Implementation Phasing Plan referred to in Condition 9 and the relevant Detailed Neighbourhood Phasing Plan for the neighbourhood concerned referred to in Condition 12 of this permission. The development parcels referred to in Schedule 5 shall not be brought into use until such areas of public open space and key linkages have been implemented in full. Thereafter, such areas of public open space and key linkages shall be retained unless otherwise agreed by the Local Planning Authority in writing.</p> <p>Reason: To ensure that the development proposal delivers a sustainable, co-ordinated, inclusive and high quality designed form of development that is supported by key areas of public amenity space and highly permeable movement routes in the interests of visual, residential and environmental amenity in accordance with Policies HD5, HD8,</p>	<p>As previously stated, this proposal sits within Liverpool Waters Central Docks which is considered to be Phase 2 of the overall vision. The consented Central Docks Neighbourhood Masterplan has been considered as part of the design process and looks to comply with it where feasible.</p> <p>The site does not feature any of the main public spaces as it is a standalone application. However, a key public benefit of the proposed scheme is the dockside walkway which passes through which complies with PP007, and this planning application does not prejudice the delivery of this walkway to the wider area of Central Docks.</p>

<p>HD11, HD12, HD18, HD19, HD23, HD24 & OE14 of the adopted Liverpool UDP, Liverpool's Maritime Mercantile World Heritage Site – SPD, Liverpool's Design for Access for All – SPD and the NPPF.</p>	
<p>59 In conjunction with the requirements of Condition 2 and the provisions of Schedule 1, attached to this permission, unless otherwise agreed in writing by the Local Planning Authority:</p> <ul style="list-style-type: none"> • no more than 4,000 sq m net of leisure space (Use Class A3: restaurants and cafes) shall be occupied within Princes Dock neighbourhood as defined in Parameter Plan 002 until at least 45,000 sq m of residential floorspace and 25,000 sq m of commercial floorspace is constructed; ▪ no more than 1,000 sq m net of retail floorspace and 1,500 sq m net of leisure space (Use Class A4: drinking establishments) shall be occupied within King Edward Triangle neighbourhood, as defined in Parameter Plan 002, until at least 50,000 sq m of residential floorspace and 45,000 sq m of commercial floorspace is constructed; ▪ no more than 4,000 sq m net of comparison retail floorspace, 2,000 sq m net of convenience retail floorspace, 5,000 sq m net of leisure floorspace (Use Class A3: restaurants and cafes) and 6,000 sq m net of leisure space (A4 drinking establishments) shall be occupied within Central Docks neighbourhood, as defined in Parameter Plan 002, until at least 100,000 sq m of residential floorspace and 100,000 sq m of commercial floorspace is constructed; ▪ no more than 2,500 sq m net of retail and 2,500 sq m net of leisure floorspace (Use Class A3: restaurants & cafes and A4: drinking establishments) shall be occupied within Clarence Docks neighbourhood, as defined in Parameter Plan 002, until at least 40,000 sq m of residential floorspace and 1,000 sq m of commercial floorspace is constructed; and ▪ no more than 2,500 sq m net of retail and 1,000 sq m net of leisure floorspace (Use Class: A3 use restaurants & cafes and A4: drinking establishments) shall be 	<p>The proposed scheme will not go above the parameters set within this condition therefore conforms to it and will not harm the outline consent going forward.</p>

<p>occupied within the Northern Docks neighbourhood, as defined in Parameter Plan 002, until at least 100,000 sq m of residential floorspace is constructed.</p> <p>Reason: To ensure that retail and leisure elements of the development do not exceed the amount assessed as reasonable to serve an secondary purpose supporting the primary residential and office land uses in the development so as not to adversely affect the retail vitality and viability of the City Centre and other town centres locally in accordance with Policies GEN1, GEN5, GEN9 & S12 of the adopted Liverpool UDP, and the NPPF.</p>	
<p>60 The net internal floorspace (including any mezzanine floorspace) of any building or unit occupied for uses within Use Classes A2, A3 or A4 or convenience retailing (Class A1) by a single operator shall not exceed 1000 sq m,</p> <p>Reason: To ensure that the retail element of the development functions as a secondary land use to complement the whole development and does not create a competing draw or adversely affect the retail vitality and viability of the City Centre and other town centres locally in accordance with Policies GEN1, GEN5, GEN9 & S12 of the adopted Liverpool UDP, and the NPPF.</p>	<p>The principal use of the building is for a predominately residential development (C3). However, it is anticipated that there could be ancillary uses within building; these will not exceed 1000sqm and therefore would accord with the condition.</p>
<p>61 The net internal floorspace (including any mezzanine floorspace) of any retail unit proposed to be used for the sale of comparison goods (Use Classes A1) by a single operator shall not exceed 250 sq m unless the comparison goods comprise an ancillary element of a convenience store in which case the comparison element shall not exceed 25%.</p> <p>Reason: To ensure that the retail element of the development functions as a secondary land use to complement the whole development and does not create a competing draw or adversely affect the retail vitality and viability of the City Centre and town centres locally in accordance with Policies GEN1, GEN5, GEN9 & S12 of the adopted Liverpool UDP and the NPPF.</p>	<p>The proposed scheme will not go above the parameters set within this condition therefore conforms to it and will not harm the outline consent going forward.</p>
<p>62 Notwithstanding the provisions of Article 2A of the Town and Country Planning (General Development Procedure) (Amendment) (England) Order 2006 (or any Order replacing or superseding that Order), no additional mezzanine floors shall be installed at any A1 retail units and no retail units shall be combined or subdivided into a number of smaller units following the approval of reserved matters details and subsequent occupation unless otherwise approved in writing by the Local Planning Authority.</p>	<p>The proposed scheme will not go above the parameters set within this condition therefore conforms to it and will not harm the outline consent going forward.</p>

<p>Reason: In order that the Local Planning Authority is able to maintain control over the amount and configuration of retail floorspace and to ensure that the retail element of the development maintains its intended purpose as a secondary land use designed to serve the local community thereby safeguarding the retail vitality and viability of the City Centre and other town centres locally in accordance with Policies GEN1, GEN5, GEN9 & S12 of the adopted Liverpool UDP, and the NPPF.</p>	
<p>63 Details of the nature, scale and type of each Class A2, A3, A4 land use as defined in <i>The Town and Country Planning (Use Classes) Order 1987</i> as amended shall be included with each submission for reserved matters approval involving such uses. The provisions of the Town and Country Planning (Use Classes) (Amendment) Order 1987 or any Order revoking, re-enacting or modifying that Order shall not apply to this development (i.e. planning permission will be required for permitted changes of use).</p> <p>Reason: To ensure that the retail, office and leisure facilities do not exceed the permitted quantum of development in each neighbourhood and in the interests of safeguarding the vitality and viability of existing retail, leisure and office markets in the City Centre and other town centres locally, in accordance with Policies GEN1, GEN5, GEN9, E2, E6, E9 & S12 of the adopted Liverpool UDP, and the NPPF.</p>	<p>The principal use of the building is for residential development (C3). However, it is anticipated that there could be ancillary uses within the building.</p> <p>If deemed necessary a condition requiring the approval of hours of operation (both trading and servicing) can be attached to the full planning permission for the proposed scheme so as not to prejudice the Liverpool Waters Outline Consent.</p>
<p>64 Prior to the occupation of any units proposed within Use Classes A1 (shops), A2 (financial & professional services), A3 (restaurants & cafes), A4 (drinking establishments), C1 (hotels), D1 (non-residential Institutions) and D2 (assembly & leisure) the operating hours (both trading and servicing) shall be submitted to and agreed in writing by the Local Planning Authority.</p> <p>Reason: To protect the amenity of future occupiers of the development and nearby occupiers in accordance with Policy EP11 of the Liverpool UDP and the NPPF.</p>	<p>The principal use of the building is for residential development (C3). However, it is anticipated that there could be ancillary uses within the building.</p> <p>If deemed necessary a condition requiring the approval of hours of operation (both trading and servicing) can be attached to the full planning permission for the proposed scheme so as not to prejudice the Liverpool Waters Planning Approval.</p>
<p>65 No floorspace falling within Class A1 of the Town & Country Planning Use Classes Order 1987 (as amended) and for comparison retailing shall be permitted to operate in connection with the sale, hiring, distribution of or trading in motor vehicles unless otherwise agreed in writing by the Local Planning Authority.</p> <p>Reason: To ensure that the retail element of the scheme is complementary to the wider development scheme approved and delivered in a</p>	<p>This development complies with this condition and will not look to sell, hire, distribute or trade in motor vehicles on site.</p>

<p>manner assessed within the Retail, Leisure and Office Statement (November 2011) accompanying the approved planning application as necessary to meet the need for retail provision as a significant secondary land use within the development in accordance with Policies GEN1, GEN5, GEN9, HD18 & S12 of the adopted Liverpool UDP and the NPPF.</p>	
<p>66 The net to gross floorspace ratio for the purposes of this permission for each retail unit shall not exceed a 70:30 split and, for the avoidance of doubt, the net floorspace area shall include areas used for the display and sale of goods and checkouts but exclude entrance lobbies, toilets, customer service area, storage and service and access areas.</p> <p>Reason: To ensure that the development is delivered in a manner consistent with the Retail, Leisure and Office Statement (November 2011) submitted in support of the approved planning application as regards retail provision within the development in accordance with Policies GEN1, GEN5, GEN9, HD18 & S12 of the adopted Liverpool UDP.</p>	<p>The proposed scheme will look to comply with this condition where relevant and on average as a 79% ratio.</p>
<p>67 No Class A3 or A4 land uses, as defined in the Town and Country Planning (Use Classes) Order 1987 (as amended), shall be brought into use until ventilation and cooking fume control measures have been installed in accordance with details to be submitted to and approved in writing by the Local Planning Authority. Thereafter the equipment shall be operated and maintained in accordance with the manufacturer's instructions and the land use shall only take place whilst the equipment is operational.</p> <p>Reason: In the interests of protecting the amenity of future occupiers of the development and occupiers of neighbouring land, as well as to protect air quality and ecological receptors, in accordance with Policy EP11 of the adopted Liverpool UDP, the NPPF and The Environmental Protection Act (1990) & Environment Act (1995).</p>	<p>The principle use of the building is for a predominantly residential development (C3). However, it is proposed that commercial space will be incorporated on the ground floor of the buildings.</p> <p>Further discussions regarding ventilation and cooking fume control measures can be held with Liverpool City Council and can potentially be conditioned within the consent if necessary so as not to prejudice the Liverpool Waters Planning Approval.</p>

<p>68 No building within any neighbourhood shall be occupied until details of any plant (to include mechanical ventilation, cooking fume control measures, refrigeration units and air conditioning units) to be installed in that particular development has been submitted to and agreed in writing by the Local Planning Authority in accordance with the Principal Application Documents and details tested by the EIA. Thereafter, the equipment shall be installed in accordance with the approved details, and shall be operated and maintained in accordance with the manufacturer's instructions.</p> <p>Reason: In the interests of protecting the amenity of future occupiers of the development and occupiers of neighbouring land, as well as to protect air quality and ecological receptors in accordance with Policy EP11 of the adopted Liverpool UDP, the NPPF and The Environmental Protection Act (1990) & Environment Act (1995).</p>	<p>Further discussions regarding this request of information will be held with Liverpool City Council and it is considered sensible that further details required can be negotiated and potentially conditions within the decision notice for this application so as not to prejudice the Liverpool Waters Planning Approval.</p>
<p>69 All emissions released in connection with heat and power generation from decentralised energy sources shall have a Clean Air Act 1993 exemption certificate (or equivalent certificate under any subsequent legislation replacing it) and shall be dispersed at suitable heights in accordance with a scheme to be agreed in writing with the Local Planning Authority.</p> <p>Reason: In the interests of protecting the amenity of future occupiers of the development and occupiers of neighbouring land, as well as to protect air quality and ecological receptors, in accordance with Policy EP11 of the adopted Liverpool UDP, the NPPF, The Environmental Protection Act (1990) & Environment Act (1995).</p>	<p>The development does not relate to heat and power generation from decentralised energy sources so this condition is not relevant.</p>
<p>70 No development shall commence within neighbourhoods A, B or C (as defined in Parameter Plan 002) until those highway works set out in Schedule 2 of this permission have been secured by an Agreement pursuant to Section 278 of the Highways Act 1980 for that particular neighbourhood (or part neighbourhood with the written agreement of the Local Planning Authority) and the Highways and Public Transport Enhancement Strategy referred to in Condition 10 of this permission has been submitted to and approved by the Local Planning Authority in writing.</p>	<p>A Transport Assessment and Travel Plan have been submitted as part of the supporting documentation for this application in addition to a relevant chapter within the Environmental Statement.</p>

<p>Reason: To ensure a sustainable and co-ordinated form of development that is supported by the necessary highway infrastructure, and safe and convenient forms of public transportation in the interests of reducing travel by private car, encouraging sustainable patterns of travel, reducing traffic congestion and pollution, and safeguarding highway and pedestrian safety, in accordance with Policies GEN6, T1, T2, T6, T7, T8, T9, T10, T11, & T15 of the adopted Liverpool UDP, Liverpool's Ensuring a Choice of Travel – SPD, the Council's Local Transport Plan and the NPPF.</p>	
<p>71 No more than 27.24% (460,000sqm) of the entire total consented development floorspace set within the LWOPP shall be erected within Neighbourhoods A, B and C, and no development shall commence in Neighbourhoods D and E, until the Transport Assessment (November 2011) submitted and hereby approved with the application has been reviewed, updated and agreed by the Local Planning Authority in writing and identified measures have been secured to undertake the highway works and public transport enhancements identified as necessary within that updated Transport Assessment in a phased manner in relation to the development as a whole and in accordance with the Highway and Public Transport Enhancement Strategy referred to in Condition 19 and the monitoring and review and enhancement arrangements referred to in Schedule 3 of this permission.</p> <p>Reason: To ensure a sustainable and co-ordinated form of development that is supported by the necessary highway infrastructure, and safe and convenient forms of public transportation in accordance with Policies GEN6, T1, T2, T6, T7, T8, T9, T10, T11 & T15 of the adopted Liverpool UDP, Liverpool's Ensuring a Choice of Travel – SPD, the Council's Local Transport Plan and the NPPF.</p>	<p>This application relates to a development proposed in Neighbourhood C; however it should be remembered that this proposal, due to aforementioned 'market and demand changes' discussed elsewhere, is coming forward at the same time as development in Neighbourhood A and is ahead of other development in Neighbourhood C.</p> <p>A Transport Assessment and Travel Plan have been submitted as part of the supporting documentation for this application in addition to a relevant chapter within the Environment Statement. As such this full planning application has a Transport Assessment that meets current requirements and is not out of date.</p>
<p>72 All loading, unloading and parking of vehicles in connection with the development hereby permitted shall take place within the space allocated for those purposes, as shown on the approved Detailed Masterplan for each Neighbourhood and shall be used exclusively to meet this requirement, enabling all vehicles to enter and exit in a forward gear and avoid servicing from the public realm and highways, unless otherwise justified and agreed with the Local Planning Authority through applications for reserved matters approval.</p>	<p>Details regarding the loading and unloading of vehicles for this development can be found within the drawings package and Design and Access Statement of this application, in addition to the Transport Assessment.</p>

<p>Reason: In the interests of highway safety and to avoid congestion on adjoining streets in accordance with Policies GEN6, T8, T9, T10 & T15 of the adopted Liverpool UDP, Liverpool's Ensuring a Choice of Travel – SPD and the NPPF.</p>	
<p>73 No works shall commence in relation to the construction of any tall buildings or structures and any associated tall building construction equipment and cranes pursuant to this permission that would infringe the agreed obstacle limitation surface relating to Liverpool John Lennon Airport unless and until the full details have been submitted to and agreed in writing by the Local Planning Authority relative to that particular part of the approved development. For the avoidance of doubt, this shall include the installation of red safety lighting as approved by the Local Planning Authority at minimal vertical intervals of 52-metres, which are visible from all approaches on any tall buildings and structures that exceed a height of 150 metres and are classed as 'en-route obstacles'. Such safety lighting shall be maintained to the satisfaction of Local Planning Authority in consultation with the operator of the Airport and the Civil Aviation Authority.</p> <p>Reason: To ensure air traffic safety and to safeguard the operation of Liverpool John Lennon Airport in the interests of public and ecological safety accordance with Policies GEN8, OE4, OE5 & OE6 of the adopted Liverpool UDP, the NPPF & Environmental Protection Act (1990).</p>	<p>This development does not fall under the definitions of a tall building so does not need to comply with this condition.</p>
<p>74 No works shall commence in respect of the installation or application of principal building materials and lighting installations (internal and external) on the external surfaces of any tall building structure that, when complete, would infringe upon the obstacle limitation surface relating to Liverpool John Lennon Airport, unless and until the full details have been submitted to and agreed in writing by the Local Planning Authority in consultation with the operator of the Airport and the Civil Aviation Authority. For the avoidance of doubt, this shall avoid unnecessary highly reflective surfacing materials and limit levels of internal lighting when that particular part of the approved development is non-operational.</p> <p>Reason: To reduce rates of bird strike and bird mortality.</p>	<p>This development does not fall under the definitions of a tall building so does not need to comply with this condition.</p>
<p>75 No development shall be commenced within Parcel 1F (as identified on Parameter Plan 004) within Neighbourhood A until the detailed design for the car park A: 2.0 shown indicatively on Parameter Plan 008 has been submitted to</p>	<p>This condition is now removed from the LW Outline Consent so is not relevant.</p>

<p>and approved in writing by the Local Planning Authority..</p> <p>Reason: To ensure the conservation of archaeological heritage assets in accordance with the requirements of Policy HD 17 of the UDP and the requirements of the NPPF.</p>	
<p>76 No development shall be commenced on Parcel 3G (as identified on Parameter Plan 004) in Neighbourhood C until the detailed design for the car park C:8.0 shown indicatively on Parameter Plan 008 has been submitted to and approved by the Local Planning Authority..</p> <p>Reason: To ensure the conservation of archaeological heritage assets in accordance with the requirements of Policy HD 17 of the UDP and the requirements of the NPPF.</p>	<p>This development does not include Parcel 3G (as identified on Parameter Plan 004) and therefore this condition is not relevant.</p>
<p>77 With respect to any condition attached to this planning permission that requires the prior written approval of the Local Planning Authority, the works thereby approved shall be carried out in accordance with that approval unless subsequently otherwise approved in writing by that Local Planning Authority.</p> <p>Reason; To ensure the development is carried out in accordance with the approved details.</p>	<p>This full planning application relates to a residential development with commercial uses and stands separate to the Liverpool Waters permission.</p>

7 Conclusions

As can be seen across this report, each condition of the extant permission has been reviewed and evaluated in addition to key documents such as the LW Parameter Plan Report earlier on in this document.

Where development does not conform to the LW extant consent, it is seen that there would be very little impact on the consent due to this which would ensure that the outline consent is still valid and can be considered as an extant consent which is deliverable through the reserved matters process.

As mentioned throughout the document, it is proposed that discussions take place with Liverpool City Council to discuss key conditions related to this development proposal due to the status of it being a standalone, full planning application. Further information requested regarding this proposal should be set within suitable worded and appropriate conditions of the decision notice.

This planning application complies with the majority of the LW extant outline permission conditions (10O/2424) and should be granted permission based on the development in principle and the general conformity of the LW extant consent.