

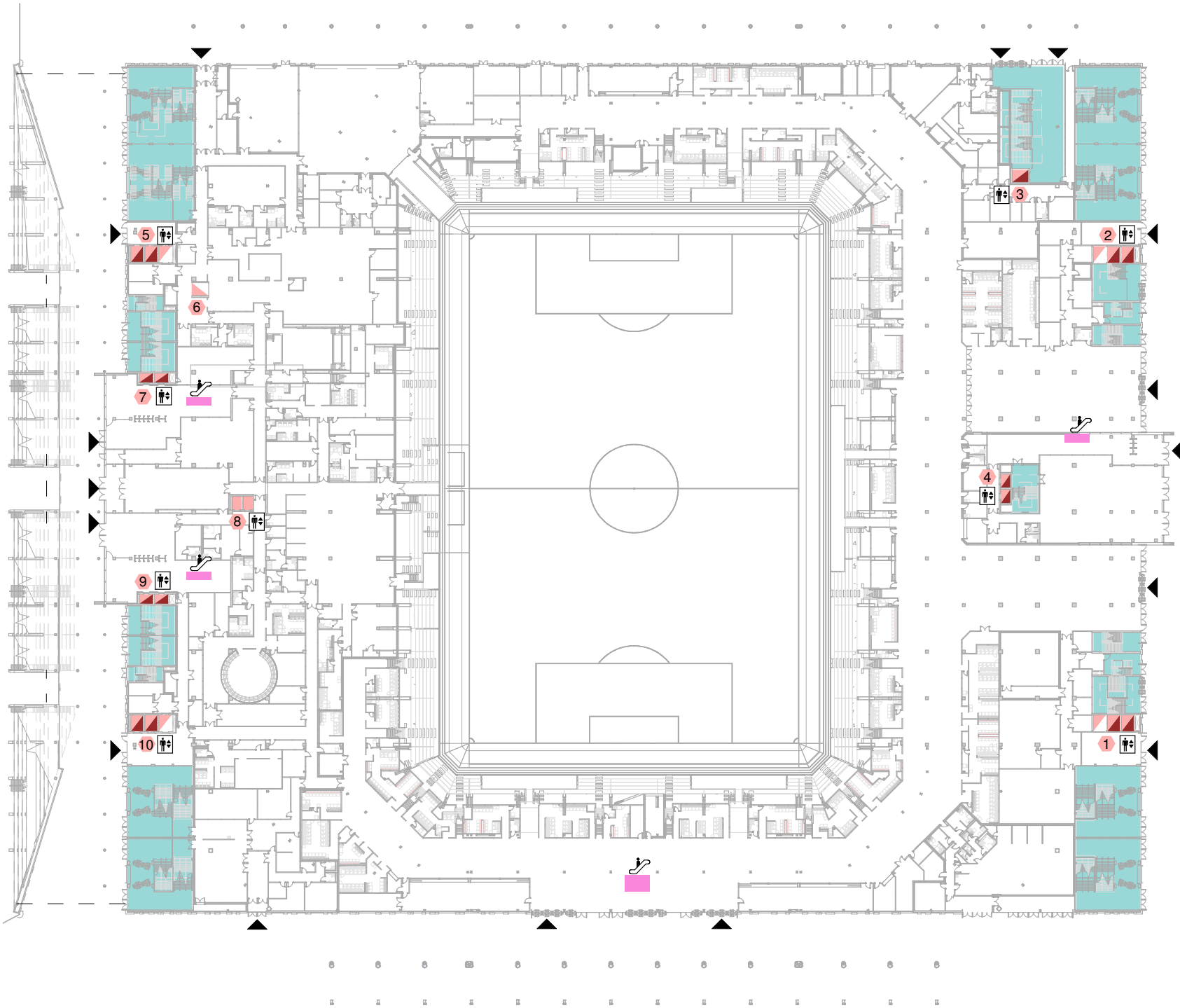


6.8 VERTICAL CIRCULATION

The vertical circulation in the building is provided via stairs, lifts and escalators, shown here at level 00.

- ▶ Accessible Entrance
- ▨ Mixed Lift (Spectators and Goods)*
- ▨ Passenger Lift
- ▨ Director Lift
- ↗ Escalator
- Concourse Stairs
- 1 Lift Core 1 (All Levels)
- 2 Lift Core 2 (All Levels)
- 3 Away Fans Lift(Level 1)
- 4 East Hospitality Lifts (Level 1 and 2)
- 5 Lift Core 5 (All Levels)
- 6 Service Lift (All Levels)
- 7 West Hospitality Lifts (All Levels)
- 8 Director Lifts (Level 1 and 2)
- 9 West Hospitality Lifts (All Levels)
- 10 Lift Core 10 (All Levels)

* Note: Lifts will not be used as goods lifts during match time.



6.9 STADIUM EGRESS

6.9.1 Emergency Egress

The stadium operates on a phased evacuation based on the fire-affected zone evacuating first and the remaining zones evacuating after a delay when and if necessary. The building is separated into the following zones by fire-resisting construction: hospitality; back of house; and the bowl/concourse.

Egress from the hospitality spaces is afforded via the escape stairs, fire fighting stairs and into the concourse where they may progress their escape at a place of relative safety via the GA stairs. Means of escape from the bowl is within the 8-minute evacuation time as per the Green Guide into a sterile concourse from where they will progress their escape via the GA stairs.

6.9.2 Normal Egress

In this scenario, the stair cores at each corner of the stadium will have the required capacity to evacuate the General Admission spectators on the Level 02 upper concourse. Two additional stair cores on the east side of the stadium will provide sufficient capacity to evacuate General Admission spectators on the Level 03 upper concourse. From each of these stair cores, spectators will make their way east towards the exits at Regent Road. Spectators egressing from the west side of the stadium will make their way east around the south side of the stadium.

General Admission Family spectators on the Level 01 concourse will also utilise the stair core in the north-west corner. Away fans will egress via dedicated stairs and lifts in the north-east corner of the stadium. These spectators will make their way east towards the exits at Regent Road, around the north side of the stadium.

General admission spectators on Level 00 will egress at grade through the east exits into the fan plaza. This avoids cross flow with the spectators from the upper tiers as they travel from the west to the Regent Road exits, around the north and south of the stadium.

Hospitality patrons from the east will exit through lifts or stairs onto the East Plaza, whilst hospitality patrons from the west will utilise hospitality dedicated stairs, escalators and lifts onto the west side of the plaza, joining flows around the south of the stadium towards Regent Road.



3D Visual of typical corner stair core



South-east corner stairs at level 02

Related sections in the submitted
Design & Access Statement:

11.10.9

7.0PUBLIC REALM

7.1	Key Developments
7.2	Landscape Masterplan Zones
7.2.1	Key Character Areas
7.2.2	Fan Plaza Scale Comparison
7.3	Hardworks
7.3.1	Design Intent
7.3.2	Existing Heritage Surfacing
7.3.3	Hardworks Strategy
7.3.4	Dock In-Fill Surfacing
7.3.5	Quayside New Surfacing
7.3.6	Quayside Reclaimed Surfacing
7.3.7	Quayside Coping Transition
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7.5	Heritage
7.5.1	Site Artefacts
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7.5.3	Site Interpretation - Club Branding and Fan Personalisation
7.6	Boundaries and Site Security
7.6.1	Site Boundaries - Plan
7.6.2	Dock Edge Balustrades

7.6.3	Boundary Fences
7.7	Site furniture
7.7.1	External Seating Plan
7.7.2	Dock Edge Benches
7.7.3	Western Terrace Benches
7.7.4	Fan Plaza Benches
7.7.5	Fan Plaza Seating Plinth
7.7.6	Tree grille, seat and wind baffles
7.7.7	Western Water Channel Seating Terraces
7.7.8	Western Terrace
7.7.9	Cycle Storage and Litter Bins
7.8	Site Levels
7.8.1	Southern Concourse
7.8.2	Western Concourse
7.8.3	Northern Concourse
7.8.4	Fan Plaza
7.8.5	Western Quayside
7.9	Site Activation
7.9.1	Non-Match Day
7.9.2	Match Day
7.9.3	Fan Plaza
7.9.4	Entertainment

7.10	Off-Site Works
7.10.1	Regent Road Public Realm Works

7.1 KEY DEVELOPMENTS

The key areas of development to the public realm design since December are associated with the omission of the MSCP which enables the delivery of new significant civic public spaces and a fitting termination location to the strategic Liverpool Waters River Walk. These spaces provide new assets for the World Heritage Site that can be seen as a huge benefit to the area. Creating a destination that people will want to visit on both a match and non-match day.

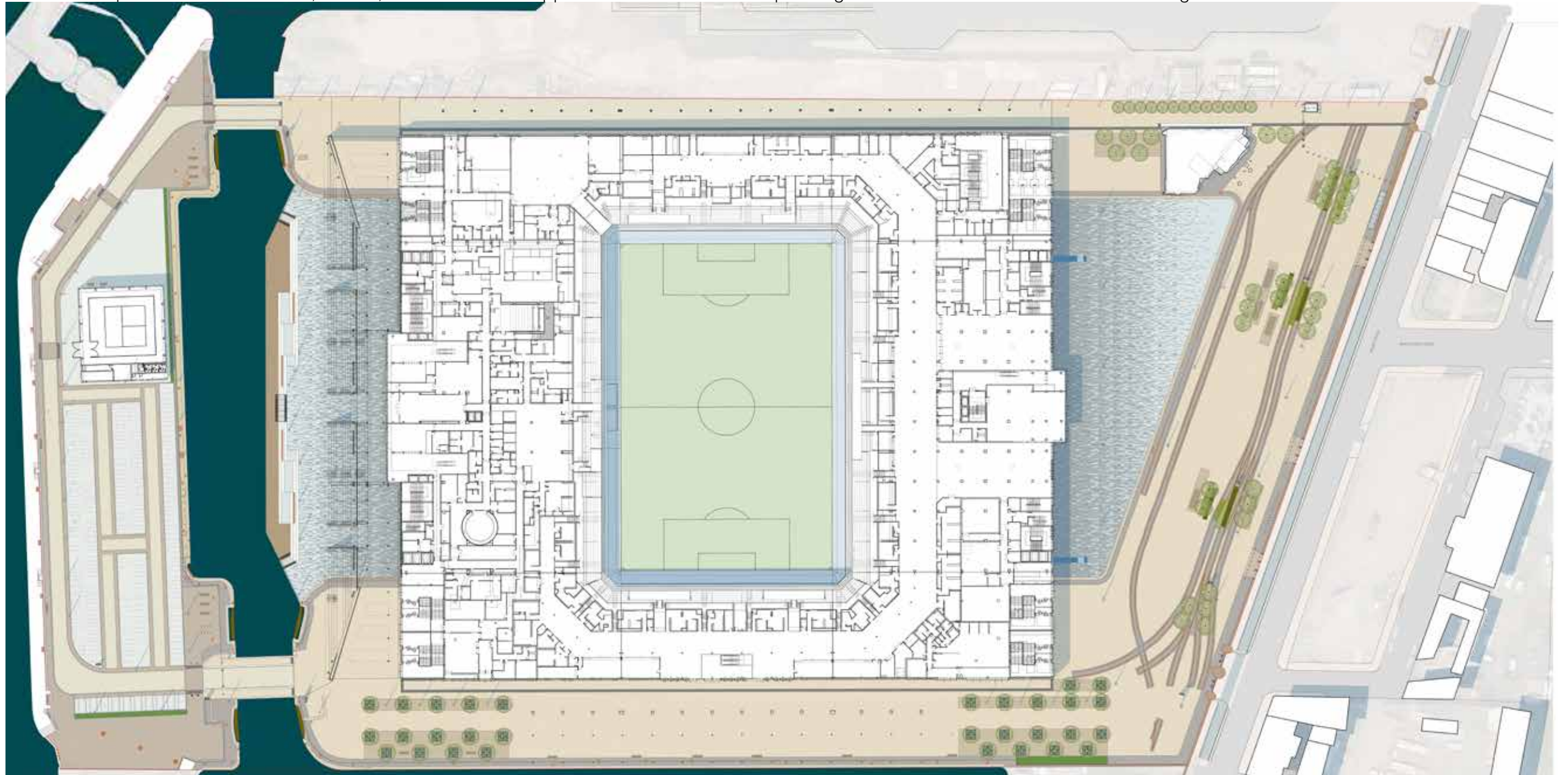
To reduce the impact of the wind mitigation elements and integrate them better into the overall design of the environment. To make the spaces have a more civic, flexible, functional and

ultimately more beautiful and sympathetic character. The Western Quayside, Western Concourse and Southern Concourse have seen the most change within the public realm and these changes are described in more detail over the following pages. The materiality of the public realm has also changed in some areas due to technical constraints, buildability and functional requirements of the site but the overall aesthetic design intent remains as proposed previously.

All of the design principles that were established within the original planning application are still valid. They underpin the approach taken to the landscape design which have now been

further emphasised through the changes that have been made to the public realm.

The creation of a destination was one of the main principles and the changes that have been made in particular to the Western Quayside, Western Terrace and Southern Concourse through the removal of heavy structural elements such as the wind mitigation baffles, the MSCP and the PV canopy. It has resulted in a more sensitive space that has a better relationship to the heritage setting and in turn has become a more pleasant environment for people to want to spend time in as a stadium and civic setting.



7.2 LANDSCAPE MASTERPLAN ZONES

7.2.1 Key Character Areas

The key change from the original application is the removal of the MSCP structure from the Western side of the stadium and replaced with the Western Terrace. The reconfiguration of the Western Quayside through the moving of the PV canopy onto the roof of the stadium and moving the sub-station structure alongside other 'back of house' uses to the northern end of the Western Quay. This has created a more flexible hard space and River Walk Gateway zone at the interface with Nelsons Dock

Fan Zone Plaza

The primary public space on the Eastern side of the stadium predominantly remains the same although with the footprint of the stadium increasing by 4.5m East and West, this space has got slightly smaller. The focus and spatial arrangement in terms of being a place where people can gather, socialise and enjoy a range of activities as well as the setting of the stadium and Bramley Moore Dock Heritage remains the same.

Southern Concourse

The removal of the large wind baffle structures to the South West and South East corners is the main change to the Southern Concourse. Replaced with two copse' of trees provides a much softer look and feel whilst still retaining the necessary wind mitigation.

Western Quayside

The west of the water channel will incorporate the main functional aspects of a stadium site including DNO Substation and storage, the Outside Broadcast compound on match days and the surface car parking. To the Southern end will be the River Walk Gateway space which will be a transition space between Nelson Dock and BMD for the wider strategic Liverpool Waters River Walk.

Northern Concourse

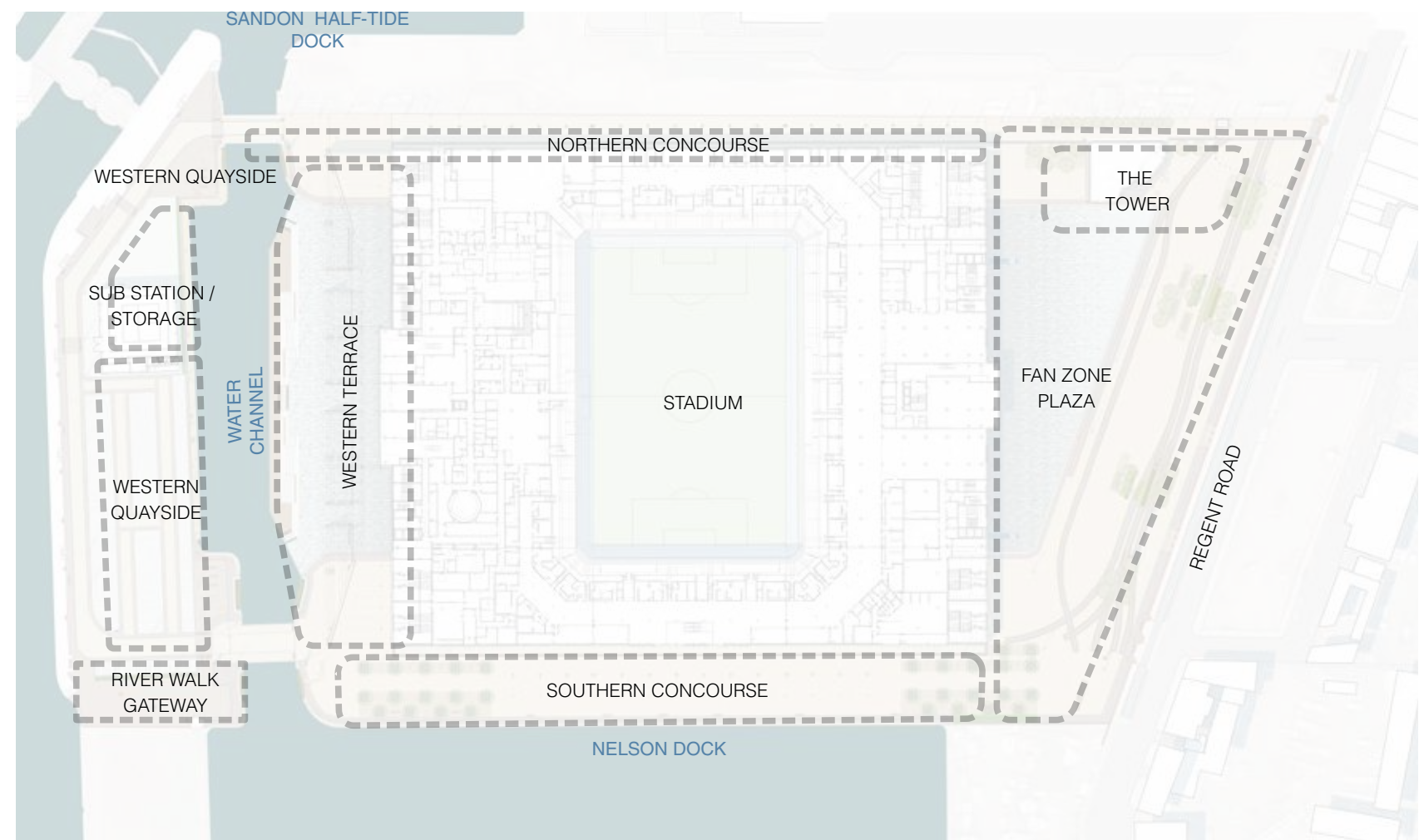
The primary vehicle route into the site from the northern gateway with a direct link to the Western Quayside and Western Terrace remains the same as before with some changes in materiality to make it more functional.

Western Terrace

The previous MSCP has been replaced by a large plaza which includes seating terraces and steps to the upper Level 01 Terrace where there will be elevated views across the Mersey as well as down to the waters edge with slopes down to a lower decked space by the water channel. An accessible route underneath the Western Terrace takes pedestrians to the western side of the stadium. The team coach will drop off in the centre with direct access to the hospitality entrance

The Tower

Hydraulic Tower area remains the same.



Landscape Masterplan Zones

7.2.2 Fan Plaza Scale Comparison

Bramley Moore Dock - Liverpool

50M



Pierhead - Liverpool

50M



St Georges Plateau - Liverpool

50M



The area of the Eastern Fan Plaza has reduced in size due to the increase in the size of the stadium by 4.5m to both the East and West. The overall size of the fan plaza is still comparable to other large public open spaces in the city.



Precedent: Music event at the Pierhead



Precedent: International Food and Drink Festival at St. Georges Plateau

Related sections in the submitted Design & Access Statement:

12.8.1

7.3 HARDWORKS

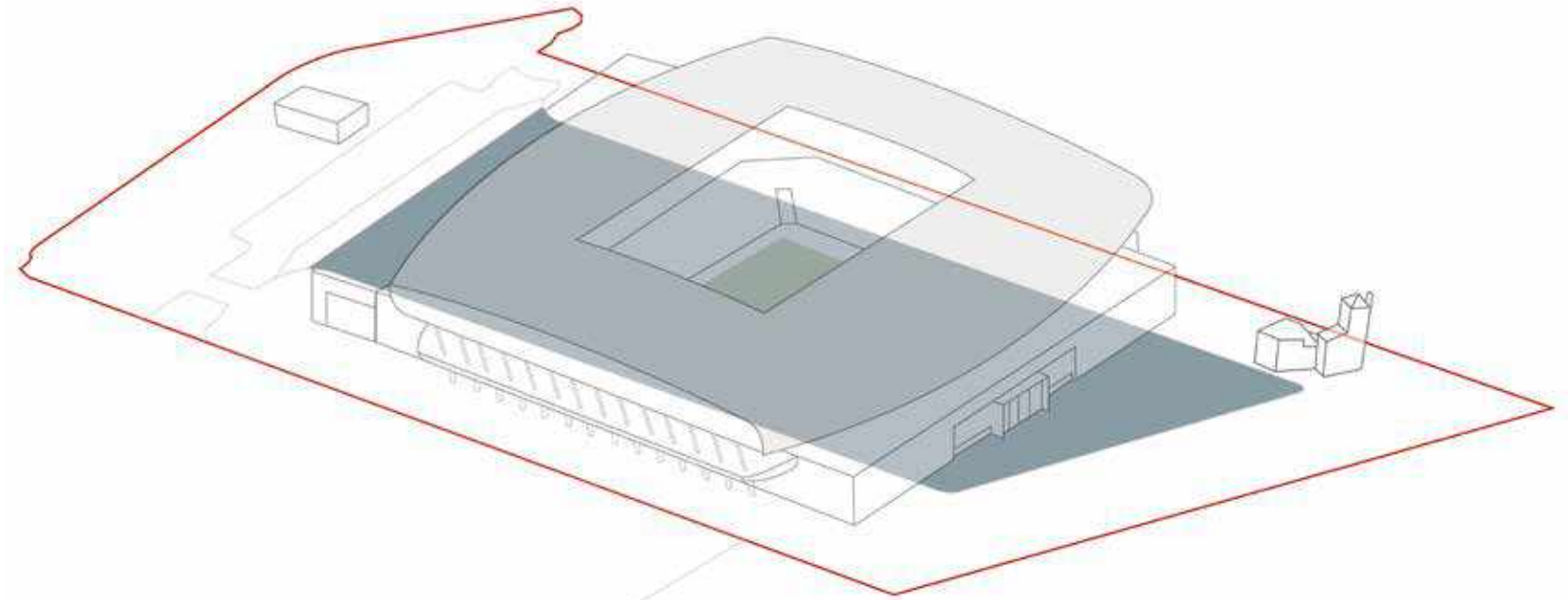
7.3.1 Design Intent

The concept and vision for the hardworks strategy of BMD remains the same as the previous submission with the aim of finding the right balance between functional requirements, inclusive design and respecting/celebrating the sites heritage through the preservation of the historic surfacing and materials. Having that clear distinction and contrast in materiality between the Quayside and the Dock infill material.

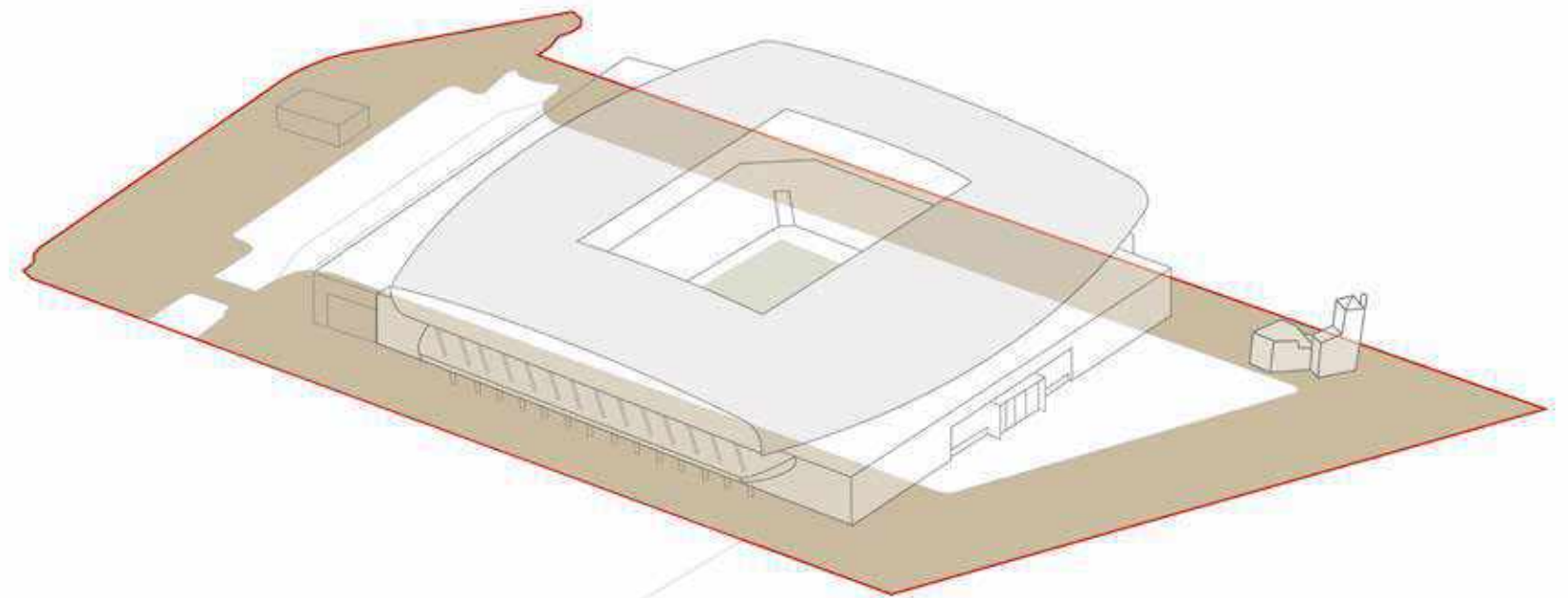
Through extensive engagement with LCC and HE as well as the introduction of the Principal Contractor, there have been a number of changes to the materiality of the public realm which has come about through a series of technical review workshops. The final outcome has provided a robust solution whilst retaining the original visual aesthetic and design intent.

Within the outline of the existing dock water body and respecting the Grade II listed dock walls, there is still the intention to provide a contemporary new surface material with hints of blue tones and line work pattern to depict the shapes and feeling of water.

In the Fan Plaza it is still the intention to retain the historic BMD coping stones in-situ where possible in the top surface, flush with the materials on either side and will provide a transition between the 'new' surface, representing the water, and the 'old' historic quayside material. The Quayside surfacing will be a combination of reclaimed granite, new granite in pedestrian areas and more practical surfacing for vehicular areas and 'back of house' uses on the western quayside and vehicular routes to the northern concourse.



Early Conceptual Image of Dock Infill - Express memory of dock with contemporary infill material



Early Conceptual Image of Quayside - Retain and re-use existing quayside materials to enhance sense of place

Related sections in the submitted
Design & Access Statement:

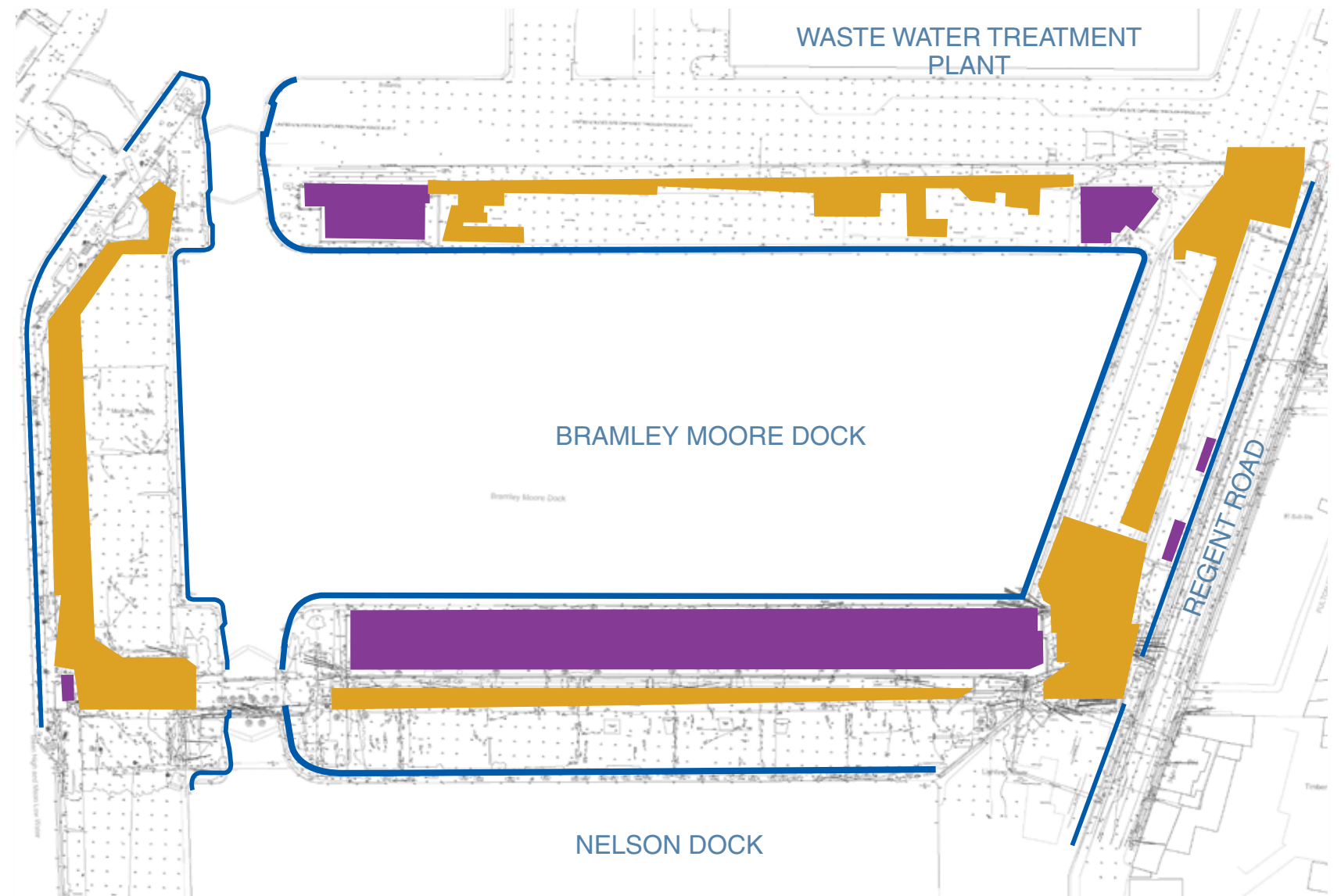
12.2

7.3.2 Existing Heritage Surfacing

The existing surfacing largely remains the same as the scheme submitted in December 2019 but there has been some further drone survey data which has refined some of the areas of cobbles and also identified the different types of setts due to their size and gauge. This will be very useful when it comes to the detailed assessment of lifting and relaying the setts into the final proposals.



Heritage setts



NOTE: More detailed quantities of re-usable reclaimed setts to be provided during groundworks through additional survey work

- Existing buildings
- Visible existing granite setts
- Listed walls

Related sections in the submitted
Design & Access Statement:

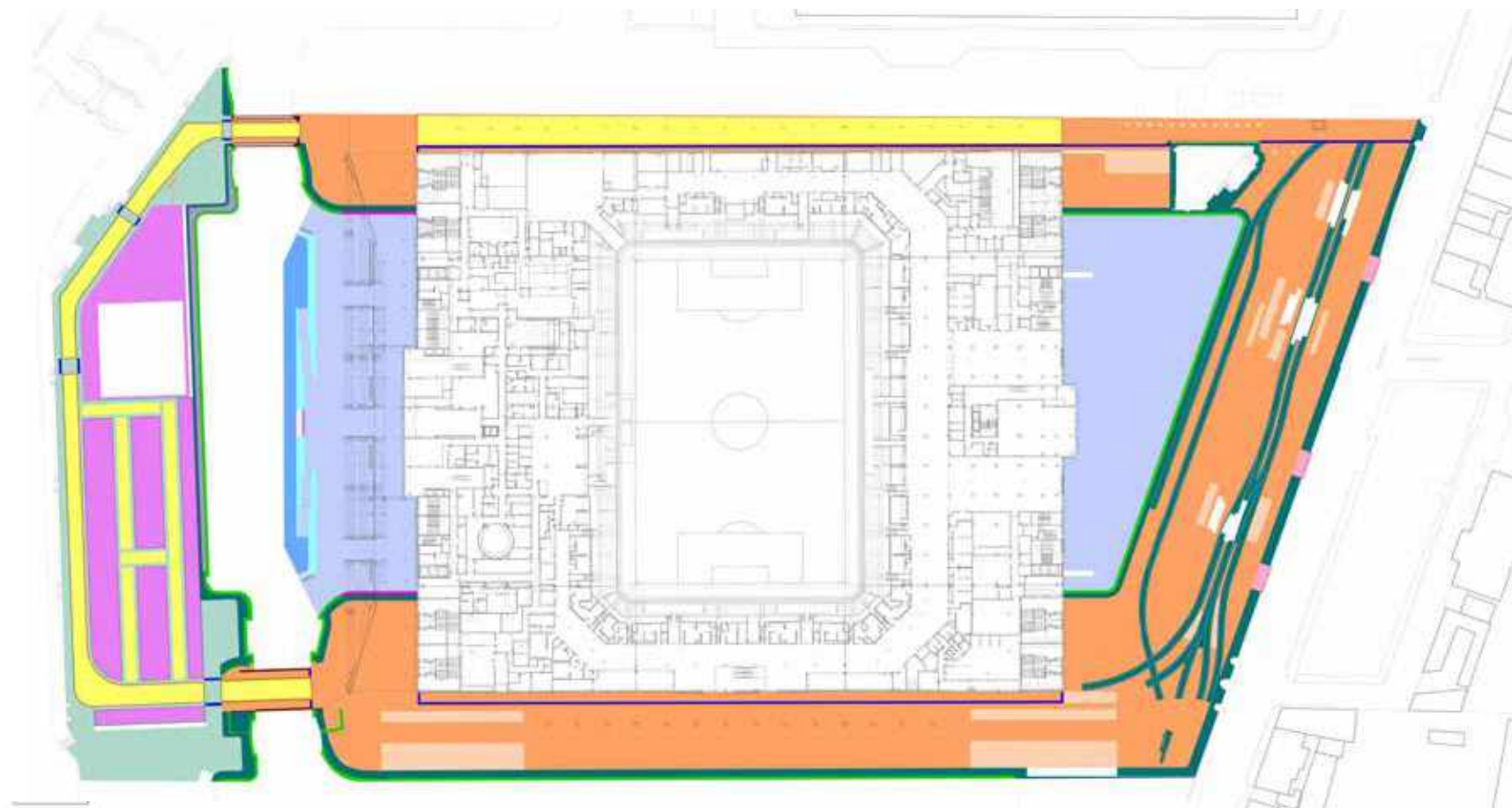
3.5.2

7.3.3 Hardworks Strategy

The adjacent plan illustrates the current Hardworks strategy for landscape surfacing of the site around the stadium. The following pages look to describe the key materials and where they may have changed from the original application. In summary the main change has been around the Western Quayside, Western Terrace and Northern concourse with an emphasis on reducing the impact of the car parking and creating a better public and civic space as an asset for Liverpool Waters and the wider city.

The introduction of the Western Terrace has required additional public realm space at Level 1 with high quality public realm surfacing. The Western concourse at Ground level has the dock infill surface material beneath the Terrace and the introduction of the decking at the waters edge to emphasise the waterfront look & feel of the space

The Western Quayside incorporates a range of quality hard surface materials that can accommodate regular pedestrian and vehicle movements whilst retaining a quality visual appearance.



P1.1	Reclaimed Granite Setts (Lifted and relaid)	P5.2	Coloured Asphalt Parking Zones (Light grey/blue colour)	K4.2	Narrow Granite Double Height Upstand Kerb
P1.2	Reclaimed Granite from Regent Road Wall (Demolished and relaid)	P6	Resin Bound Gravel Tree Pits	K5	Granite Low Upstand Kerb
P2.1	New Granite Flag Paving (Sawn sides/tight joints)	P7	Proposed black bituminous surface In the footway (Refer to 278 Works drawing)	K6	Concrete Pin Kerb
P2.2	New Granite Flag Paving (Cropped sides/open joints)	P8	Self Binding Gravel	CO1	Concrete Step Units
P2.3	New Granite Edging Setts (Double row)	T1	Granite Tactile Directional Paving (Lozenge shaped)	CO2	Concrete Seating Plinths
P3.1	100% Natural Coated Pre-cast Concrete Units (Bespoke Kellen Mould)	T2	Tactile Hazard Warning Strips	CO3	Brick/concrete steps and seating Wall
P3.2	100% Natural Coated Pre-cast Concrete Units (Western Quayside Footways)	DC1	Existing Dock Granite Coping		
P4	Composite Timber Boardwalk	ST1	Blackened Steel Plate with Interpretation Graphics		
P5.1	Coloured Asphalt Carriageways (Natural colour)	K4.1	Wide Granite Double Height Upstand Kerb		

7.3.4 Dock In-Fill Surfacing

The design intent from the original application was to create a visual interpretation of water with a connection to the dockland waterfront materiality. This concept still remains. However, through engagement with the Principal Contractor and project engineers, whilst looking at the technical constraints associated with the dock infill settlement and future maintenance requirements, using an in-situ concrete became too prohibitive. This is due to when the dock infill material settles over time there will be an impact on the top surface treatment which previously was rigid construction and there was a risk of cracks appearing.

It is therefore proposed to replace the in-situ concrete material with a 100% natural coated pre-cast concrete unit in bespoke mould sizes and colours. The benefits of this material is that it can be laid flexibly so when the dock material settles over time, the blocks will settle too and there is flexibility in that surface. When the levels become too low and the transition with the rigid edges becomes too great with potential trip hazards then the blocks can be lifted, additional bedding material introduced to bring the levels up and the blocks relaid with limited impact on the visual integrity of the top surface.

The surface pattern will largely remain the same as before with variations in colour & finish. A slightly smaller unit will be used that can better accommodate vehicle loading. This material is used widely across Liverpool Waterfront including on The Strand outside The Cunard Building.

Further detail design and material samples will be developed as this product can be made bespoke to our aesthetic requirements and can be shared with all parties at the appropriate time.

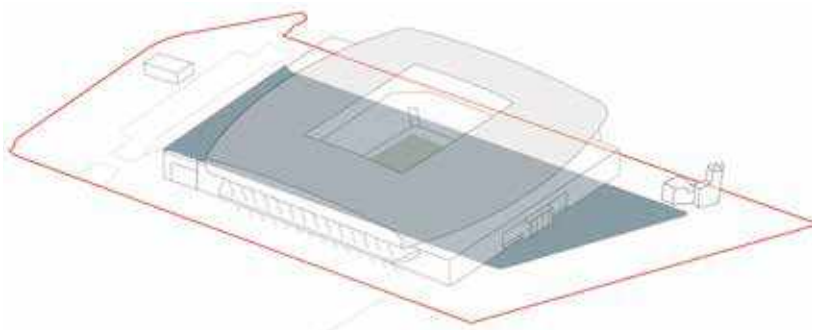
Related sections in the submitted Design & Access Statement:
12.2.1



Precedent image, multiple finishes to achieve subtle patterning



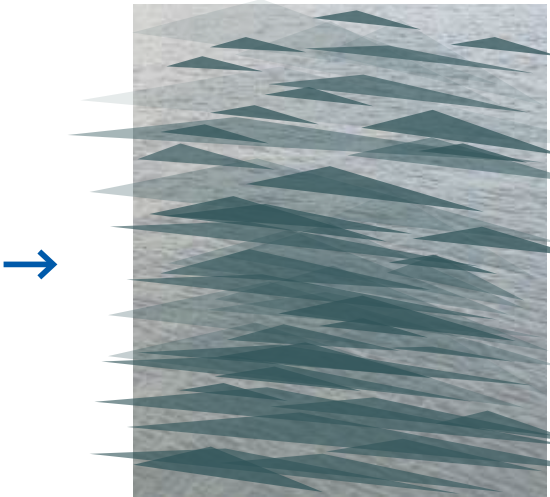
100% natural coated concrete blocks with a variety of colours and finishes



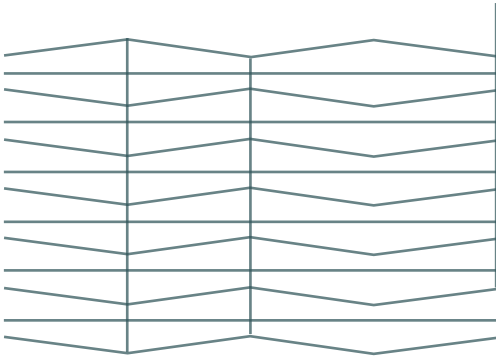
Early Conceptual Image of Dock infill paving key plan



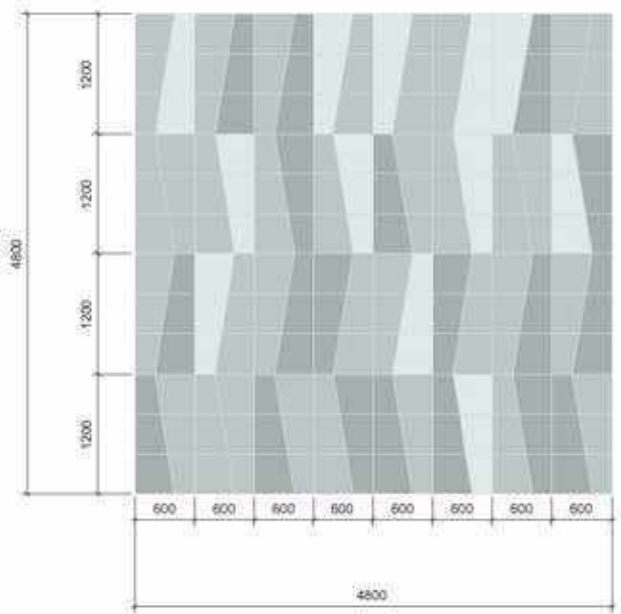
Light and wind alter water surface



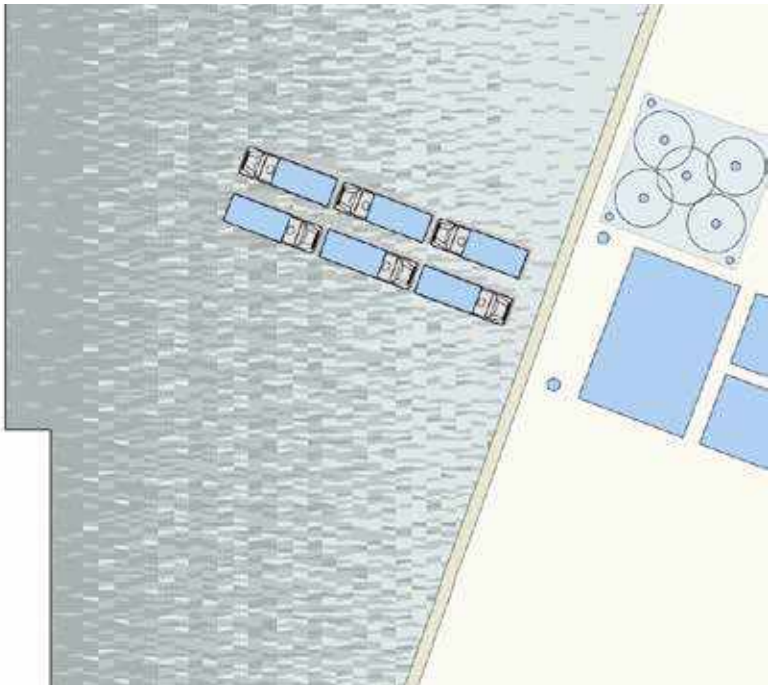
Angular rippled forms



Indicative paving pattern to express the rippled forms



Paving Swatch with bespoke mould sizes to create pattern

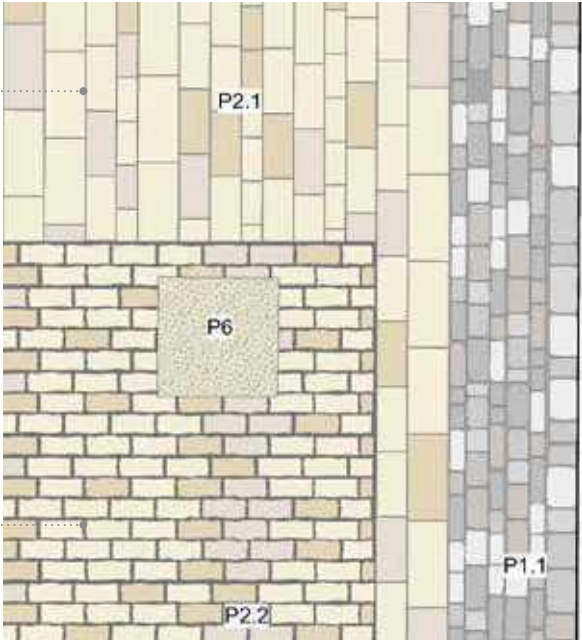


Paving application

7.3.5 Quayside New Surfacing

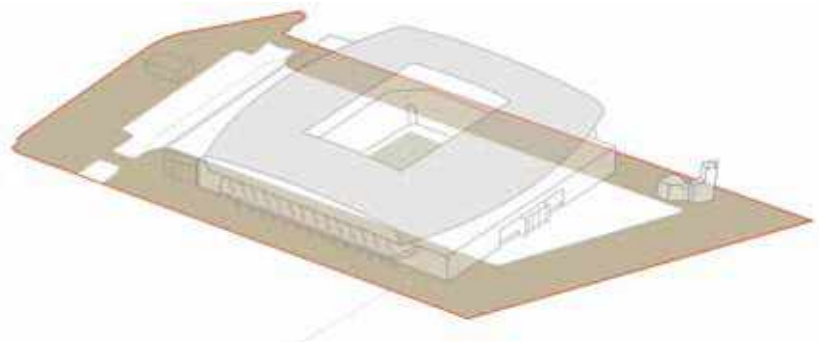
This new surfacing material is the same as the previous submission. The areas in which it is being used has been amended due to the layout changes associated with the Western Quayside and there is also an intention to use it on Level 1 of the new Western Terrace Structure. The three gauge of unit sizes is still being proposed with warm colour hues of granite. The detail of using cropped edge units with widened joints remains but has been focussed around groups of trees and/or seating within the fan plaza rather than as banding along the southern concourse.

New granite flags with sawn edges and narrow joints



New granite flags with cropped edges and widened joints

Paving swatch, new granite flags adjacent to reclaimed granite setts



Early Conceptual Image of Quayside paving key plan



Precedent: Three different paving gauge sizes in random laying pattern



New granite flags with sawn edges and narrow joints

New granite flags with cropped edges and widened joints



Precedent: New granite setts with subtle changes in joint width detailing

Related sections in the submitted Design & Access Statement:

12.2.2

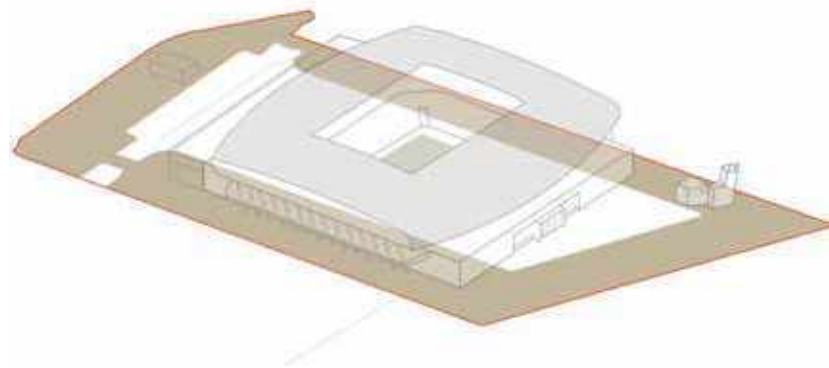
7.3.6 Quayside Reclaimed Surfacing

The design principle of lifting and relaying the heritage cobbles within the site where possible remains. The intent is to have them adjacent to historic elements within the site. Including to the edges of the listed dock walls, both Nelson and Bramley Moore, to Regent Road Wall, the Hydraulic Tower and the railway tracks in the Eastern Fan Plaza.

The design intention for the existing railway tracks is to lift and relay the tracks that are visible within the Eastern Fan Plaza in their original location where possible. The recess within the rail will be filled with a poured mortar type material similar to 'The Landing' on Princes Dock (image below) to reduce the risk of trips. The heritage sett paving will also be lifted and sorted into different groups with the ones in the best condition and with the right profile to be relaid within these tracks to emphasise and celebrate them as a feature within the public realm. The surface will be compliant from an accessibility perspective to allow people to traverse across.



Precedent: Juxtaposition of new granite flags adjacent to heritage setts



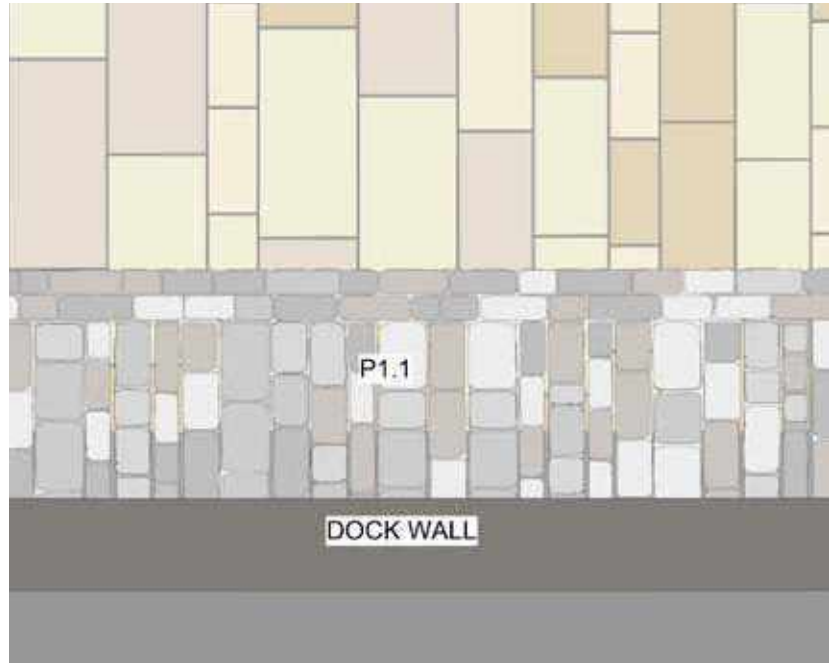
Early Conceptual Image of Quayside paving key plan



Precedent: Reclaimed historic granite setts and reclaimed railway tracks on Princes Dock



Precedent: Reclaimed historic granite setts in band incorporating site furniture

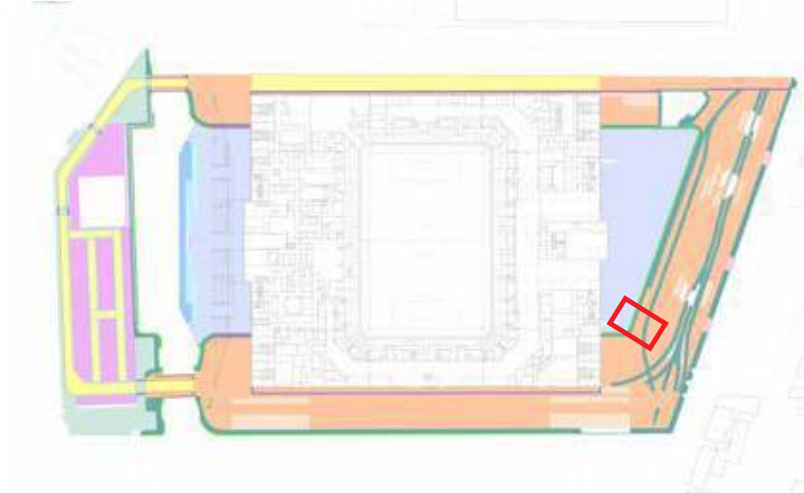


Paving swatch of reclaimed heritage setts adjacent to the dock wall

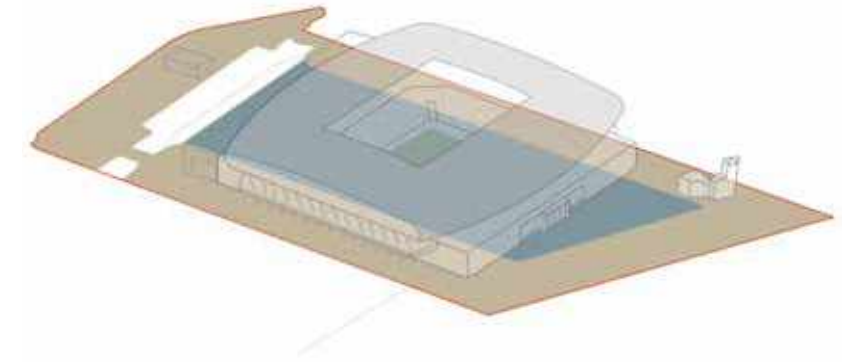
Related sections in the submitted Design & Access Statement:
12.2.3

7.3.7 Quayside Coping Transition

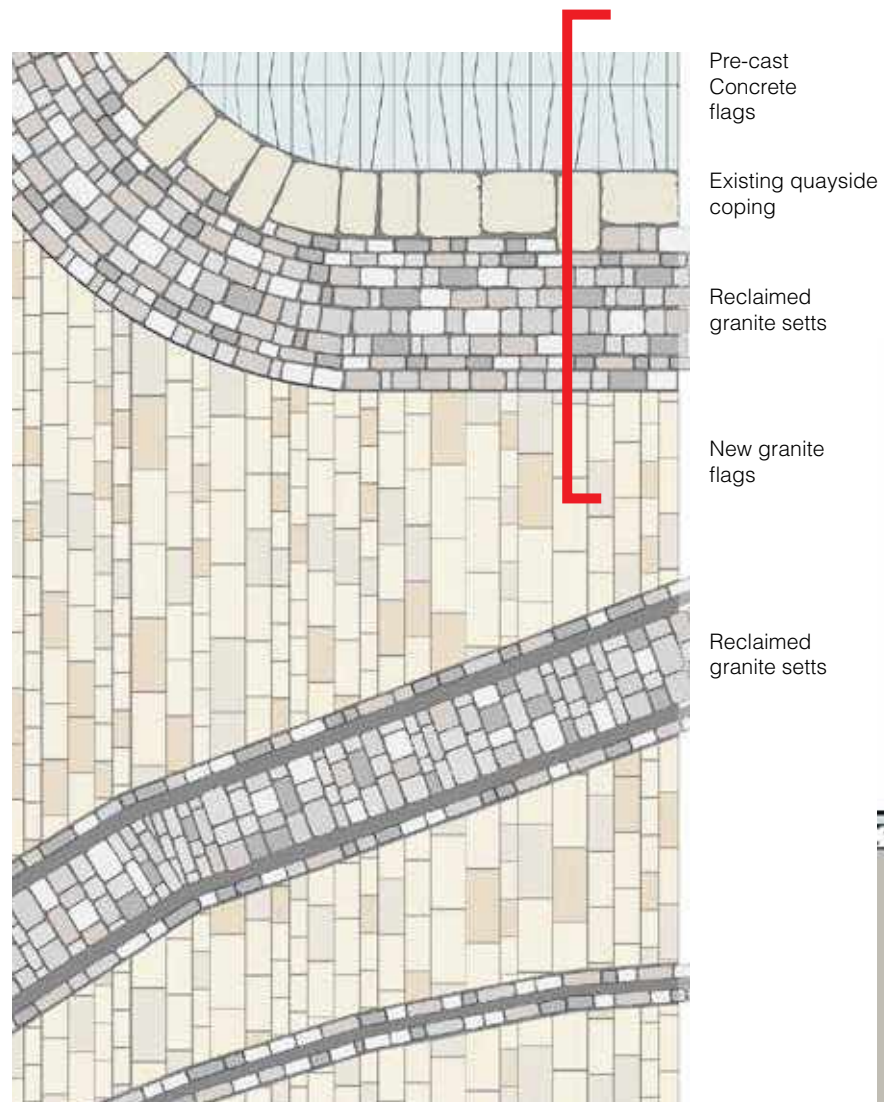
As with the original application, it is still the intention of the design to retain the BMD coping stone visible within the fan zone and flush with the surfacing on either side. Whilst the surface material within the dock infill area has changed the principle remains. The specific detail of the transition between the dock infill material and the coping stone is subject to further technical design and assessment.



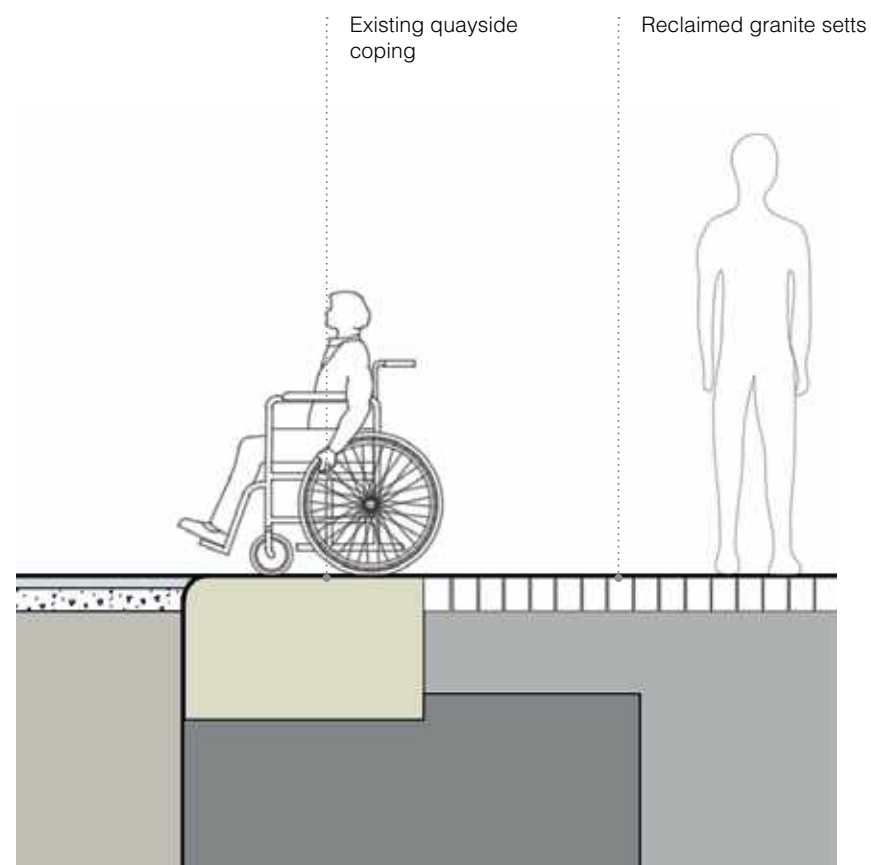
Location of quayside coping transition switch



Early Conceptual Image of Quayside/dock infill paving key plan



Paving Switch



Flush surfaces to existing coping avoids a trip hazard



Precedent: Reclaimed setts in new plaza

Related sections in the submitted Design & Access Statement:

12.2.4

7.4 SOFTWORKS

7.3.8 Trees

The main change from the first application is that there are now additional trees shown along the Southern side of the stadium. The groups of trees replace the large structural wind baffles that were in the previous design. They have been arranged in staggered groups and allow pedestrian and vehicular movement to remain. A 2-2.5m clear stem will form part of the tree specification.

The species selection has been carefully considered to ensure the trees have the best chance of survival in what is recognised as a very harsh environment. Other measures that will be put in place to give the trees the best chance of survival include:

- Installing them in cell system tree pits that encourage root growth
- Getting the trees acclimatised to the localised conditions well in advance of them being installed in the ground
- Specifying them at the right scale and age so they are not too young that they won't acclimatise but not too old for them to be too established and shocked in this environment

The other main change from the original application is that the trees that were originally located in-between the railway tracks in the Fan Plaza have been moved outside of the tracks to keep that consistent visual line of the tracks free. This was following a comment from the Places Matter Design review.

Related sections in the submitted Design & Access Statement:

12.3



Precedent: Trees in waterside plaza environment



Alnus cordata
Italian alder



Pinus sp

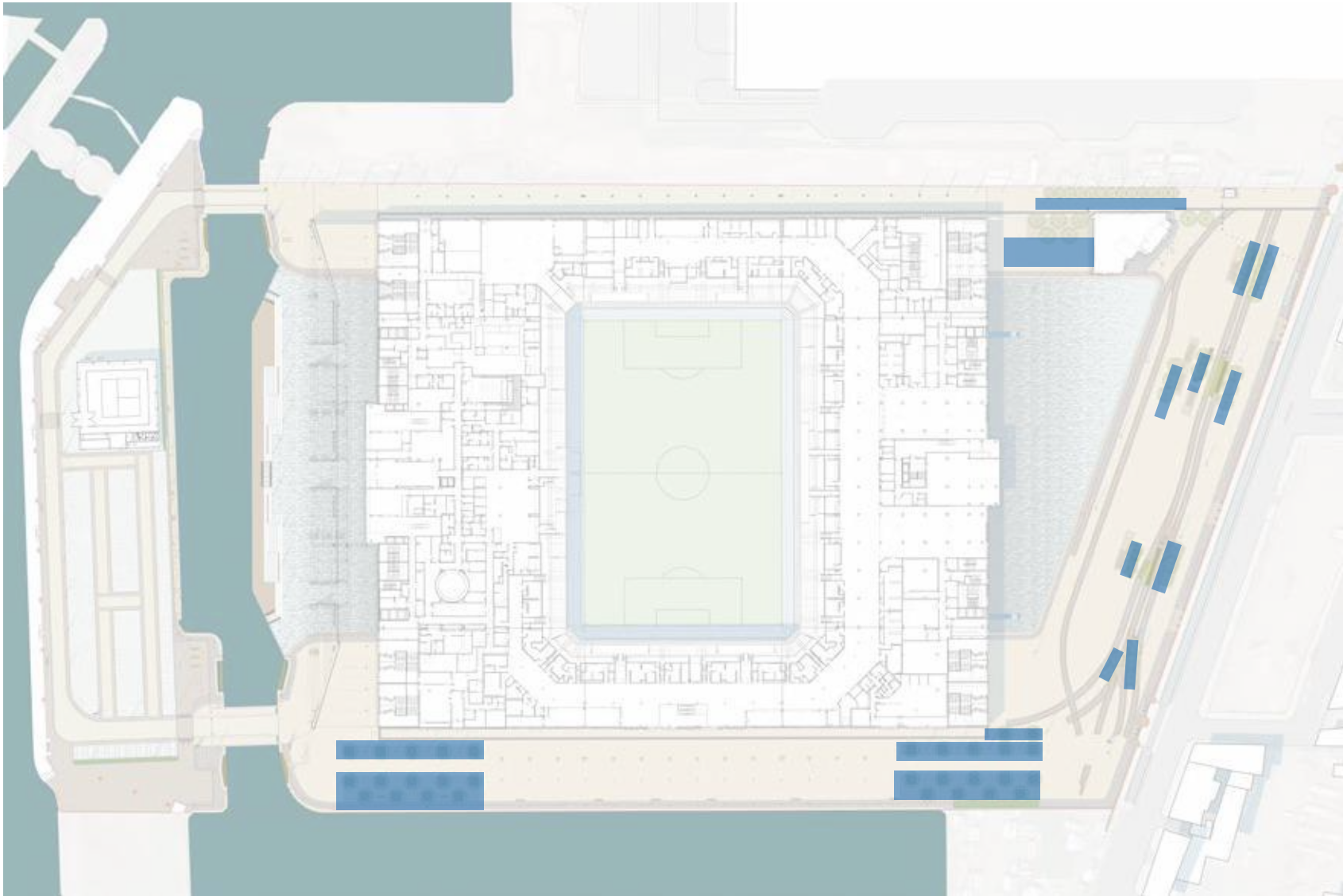


Metasequoia glyptostroboides
Dawn redwood



Ulmus 'columnella'
Columnar elm

Tree species Precedent Images



Tree location Plan

7.4.1 Grass Planting

The grass planting strategy within the scheme remains the same as the first application. There are additional areas of grass planting now on the Western Quayside within the river walk gateway space adjacent to Nelson Dock and also around the DNO substation. The species mix is consistent with the planting within the Fan Plaza.

Grass species



Calamagrostis x acutiflora 'Karl Forester'
Feather reed-grass 'Karl Forester'



Helictotrichon sempervirens
Blue oat grass



Stipa tenuissima
Mexican feather grass



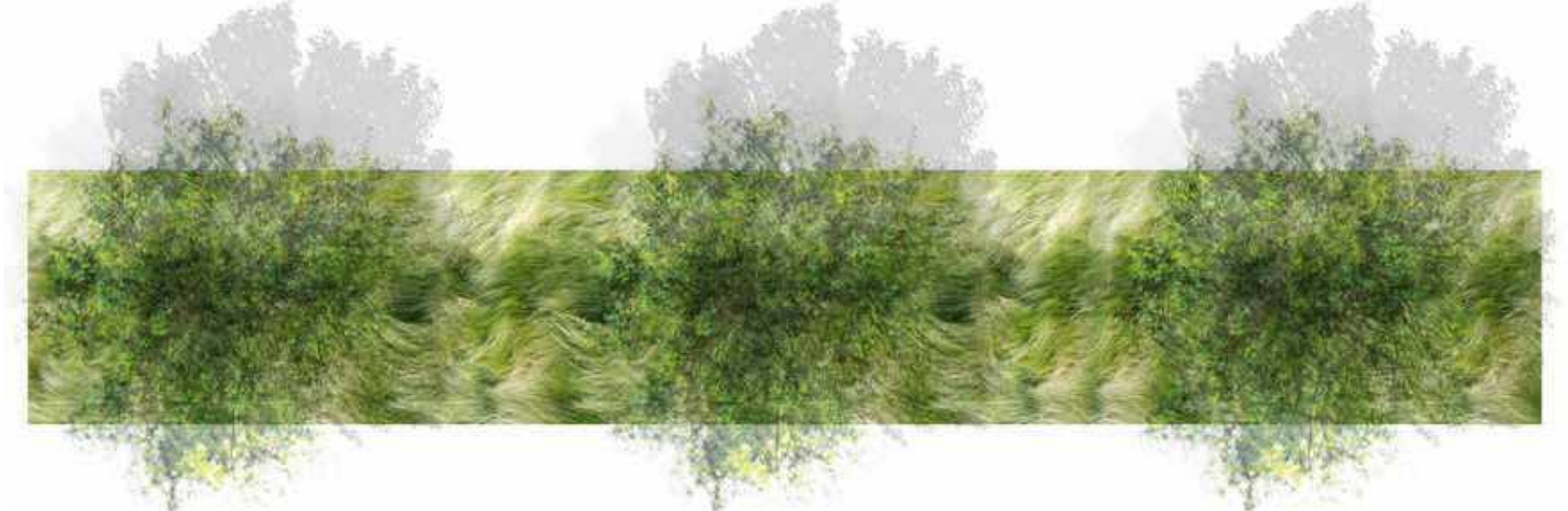
West Quay Planting Location Plan



East Fan Plaza Planting Location Plan



Precedent: Low corten steel upstand edging to planting beds



Trees in grass planting visualisation

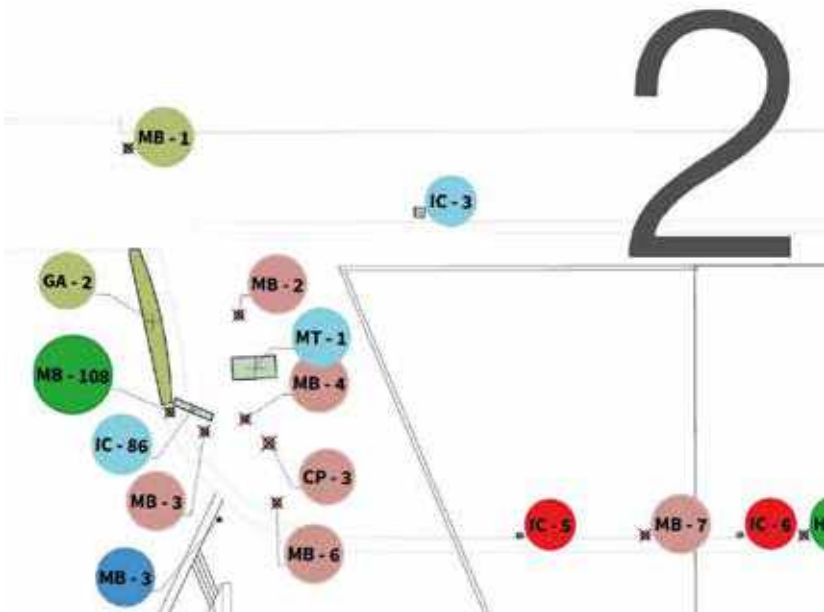
Related sections in the submitted
Design & Access Statement:
12.4

7.5 HERITAGE












7.5.1 Site Artefacts

A separate Artefact Appraisal and Heritage Asset Schedule has been produced which provides a comprehensive record of all of the items on site and identifies which of those items have significant heritage value mainly associated with the Grade II Listed BMD wall and within the outline of the existing dock water body and respecting the Grade II listed dock walls. Additional plans have been separated out to identify which assets are being retained, those that are being removed and others that are being relocated to other locations within BMD as part of the proposed landscape design. Each asset has been colour and number coded and accompanied with an individual photo of that item and located on a plan that can be cross referenced with a schedule to explain the element in further detail and notes on it's future removal, retention or relocation.

A separate listed building consent (LBC) submission for the works to site artefacts within the curtilage of the existing Grade II listed dock walls is to be made separate to the full planning application.



Extract of Artefact Appraisal Plan

LOCATION		MATERIAL/DESCRIPTION	HERITAGE VALUE (BY KM HERITAGE)	IMAGE	CLASSIFICATION	NOTES/RECOMMENDATIONS
GENERAL	REFERENCE TILE					
North Quay	2	<ul style="list-style-type: none">Cast Iron Gate MechanismRusted/corroded surface	<ul style="list-style-type: none">An historical artefact of a generic typePart of the listed dock		 	Remove as item sits within future vehicle circulation path. This is within close proximity to construction works. Element to be stored for re-use on site.
North Quay	2	<ul style="list-style-type: none">Timber and Metal Dock gate	<ul style="list-style-type: none">The dock gates were intrinsic to the working of the docks and thus possess heritage significance in themselvesPart of the listed dock			Repair (above low water line) and retain as important heritage feature.
North Quay	2	<ul style="list-style-type: none">Hook and eyeRusted/corroded surface	<ul style="list-style-type: none">An historical artefact of a generic typePart of the listed dock			Retain in situ - below suspended slab of stailum.
North Quay	2	<ul style="list-style-type: none">Cast iron coverRusted/corroded surfaceTextured finish	<ul style="list-style-type: none">An historical artefact of a generic typePart of the listed dock			Proposed levels need to be raised in this area. Purpose of the chamber to be determined, if remaining in use, replace cover with cover of suitable loading classification. If redundant, remove and dispose of cover once chamber is back filled and surfacing works in line with landscape works.
North Quay	2	<ul style="list-style-type: none">Cast iron coverRusted/corroded surfaceRed and square pattern finishFlip lid	<ul style="list-style-type: none">An historical artefact of a generic typePart of the listed dock			The inspection chamber and connected piped services will clash with foundations and will need to be removed.

Example extract from Heritage Asset Schedule with colour coded classifications as to the intended future use of each item.

CLASSIFICATION KEY

-  Retain in situ as found
-  Retain in situ - repair / remediate
-  Retain in situ - repair / remediate (non designated artefact)
-  Retain - requires further investigation from civils team
-  Retain - requires further investigation from Borsalis
-  Remove and relocated on site
-  Remove and store off site
-  Remove and dispose off site



Photos of mooring bollards and other heritage items on BMD

Related sections in the submitted Design & Access Statement:
3.5.3

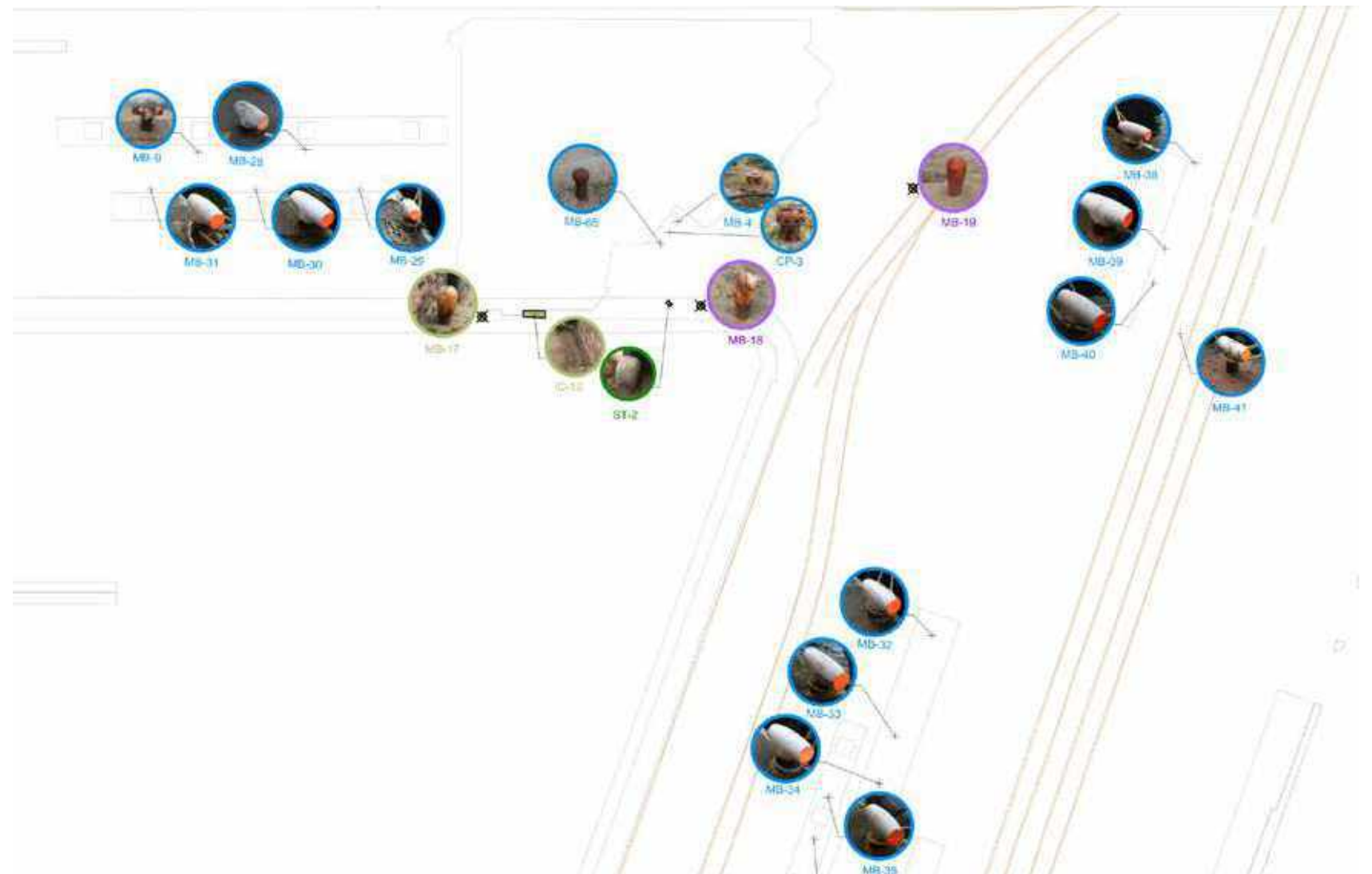
7.5.2 Heritage Assets Retained and Relocated

Adjacent is an extract from the Heritage Asset retention and relocation plan. The area around the Hydraulic Tower where the public realm proposals are to relocate some of the heritage assets from around the site to. To group them adjacent to areas of seating, planting and trees so that people can enjoy them as a feature and reference to heritage of the dock. Examples of where such features have been retained or relocated can be seen in the precedent images on this page.

The photo below is of a capstan on the Eastern side of the dock which will be within the proposed fan plaza. Retaining such elements of the historic dock in-situ is a strong feature of the design that will add significant value and create a unique sense of place. There may be a requirement to treat them so they can be easily seen by crowds of people on a match day.



Existing Capstan at Bramley Moore Dock



Extract from Heritage Asset Retention and Relocation Plan - Hydraulic Tower area



Mooring bollards in-situ at Wirral College



3 Relocated colourful docking bollards, Fredriksdal Quay, Stockholm



2 Re-purposed Capstans - HMS Caroline, Belfast

7.5.3 Site Interpretation - Club Branding and Fan Personalisation

Public realm interpretation will form part of a holistic strategy that encompasses all elements both internally and externally. Inspiration from both Everton Football Clubs own history, colours and branding will go hand in hand with that of the heritage for the BMD site.

The Eastern Fan Plaza will host a majority of the Everton Football Club references in the public realm within the street furniture. Other opportunities include wind baffles along the southern concourse around the base of the trees, the baffles along the norther concourse and the balustrades / fencing around the site.



Everton Crest



Archibald Leitch criss cross simplified



Dixie Dean Statue at Goodison Park



Club insignia



Archibald Leitch criss cross on the Bulls Road Stand at Goodison Park

Related sections in the submitted Design & Access Statement:

12.13.1

7.6 BOUNDARIES AND SITE SECURITY

There have been some minor amendments to the boundary treatments around the perimeter of the site and also within the site to dock edges.

The main principle and location of fencing and balustrades remains the same as the previous application

Northern Boundary

A 2.4m high security fencing on top of a low retaining wall as per the first application. The form will be a permeable steel fence that meets the necessary security criteria.

Western Boundary

The River Wall boundary is to be screened through the use of a hoarding system. The height of which will match the wall to allow views over the top to the river and beyond in the southern half of the wall. The River Wall itself is in very poor condition but is not within the site of this application and therefore no works are being proposed to the wall itself.

Southern Boundary

The design intent of the fencing to the South East and South West corners of the site at the boundary with Nelson Dock remains the same. The balustrade to the southern side of the site along Nelson Dock waters edge and along the other waters edge will be an elegant and simple steel balustrade (F10).

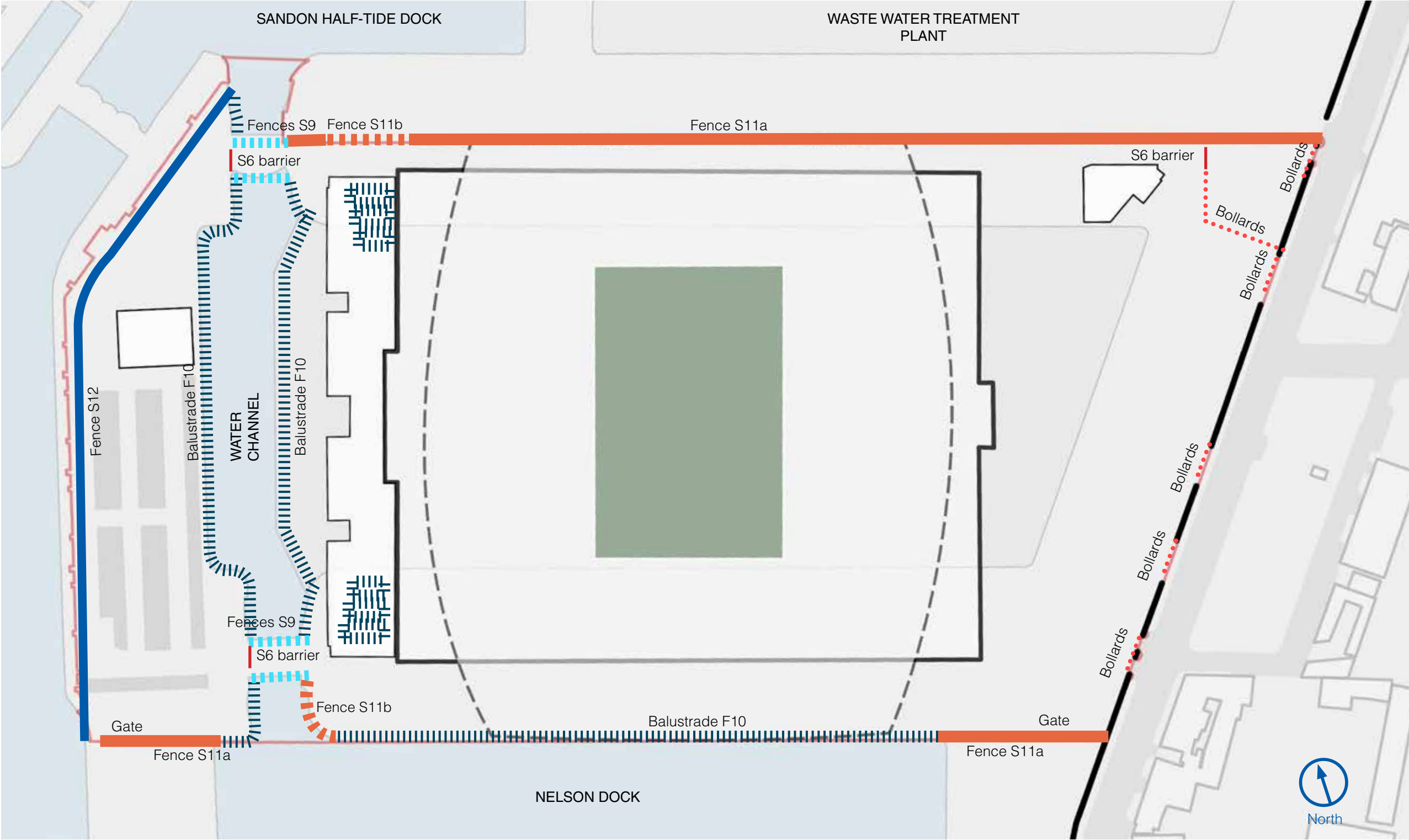
Other site security items that have changed since the previous submission include:

- The Isolation Structures – The northern and southern isolation structures that connect the main site with the western quayside have PAS rated vehicle control barriers that have moved from the Eastern to the Western side of these structures
- The Vehicle Check Area – The zone to the North East corner of the site is still the main vehicle security control point and access to the remainder of the site will be managed from this area through the use of bollards, barriers and security personnel.
- The eastern edge of the water channel alignment has changed from the previous design. It now meets the BMD wall to the Eastern side of the dock gates so they remain in the water

[Related sections in the submitted Design & Access Statement:](#)

12.6.1

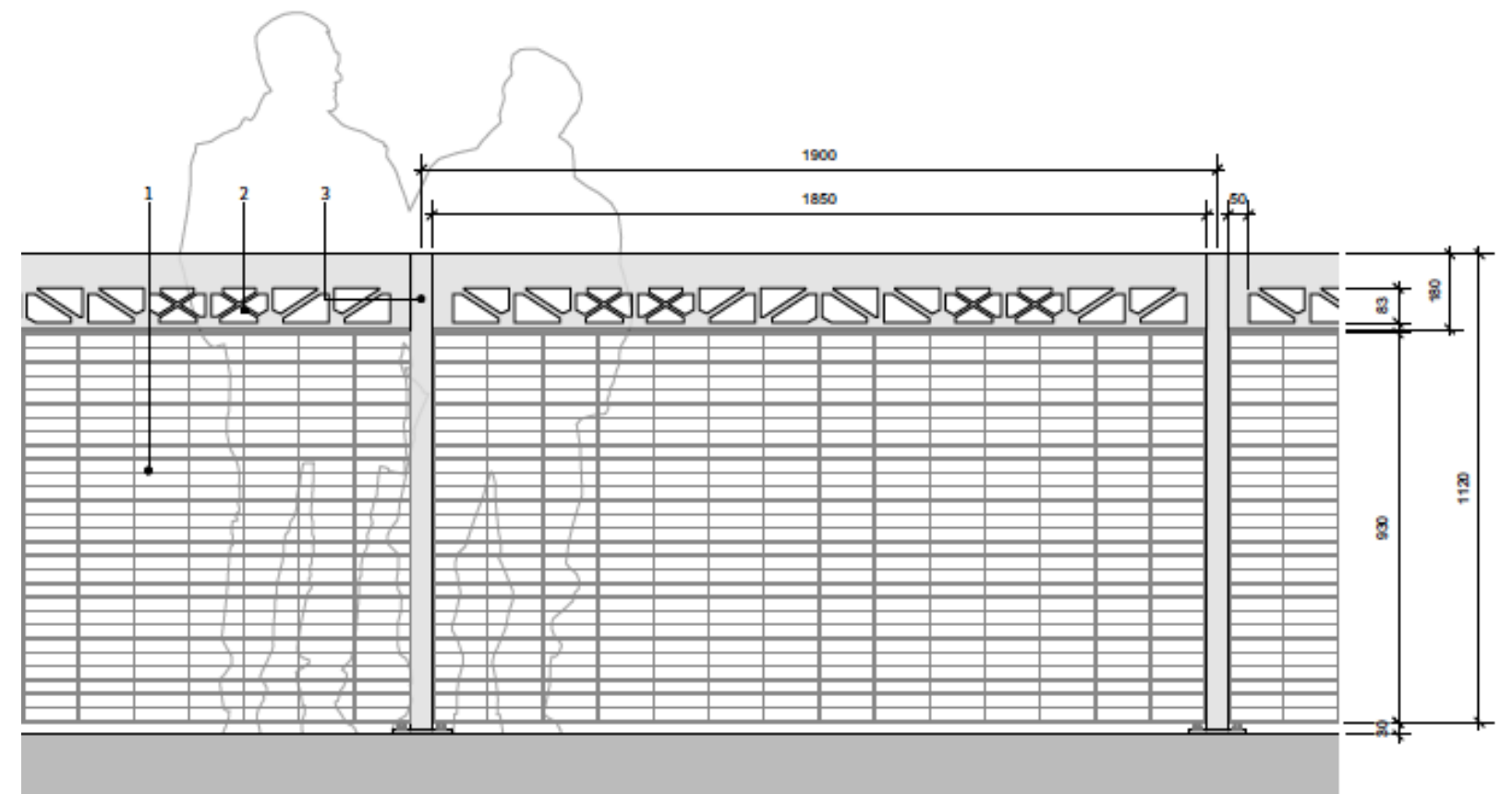
7.6.1 Site Boundaries - Plan



Proposed Site Boundary Treatment

7.6.2 Dock Edge Balustrades

The dock edge balustrades have been simplified so there is now just a single type (F10). The balustrade has a steel flat bar panel that will allow water to drain through and also act as a litter trap. A steel handrail on top has the potential to incorporate laser cut artwork detailing as per the design intent imagery adjacent. The finish of the steel will match the colour of the steel panels on the stadium facade which is to be a dark grey/black colour. The balustrade will be designed to withstand the necessary pedestrian crowd loading. This balustrade type will also be used around the openings in the top of the west terrace, ensuring different parts of the scheme have unified design elements for a cohesive overall appearance.



F10 - Front Elevation

Related sections in the submitted
Design & Access Statement:

12.6.2



F10 Steel panel Precedent Image



F10 Steel panel Precedent Image



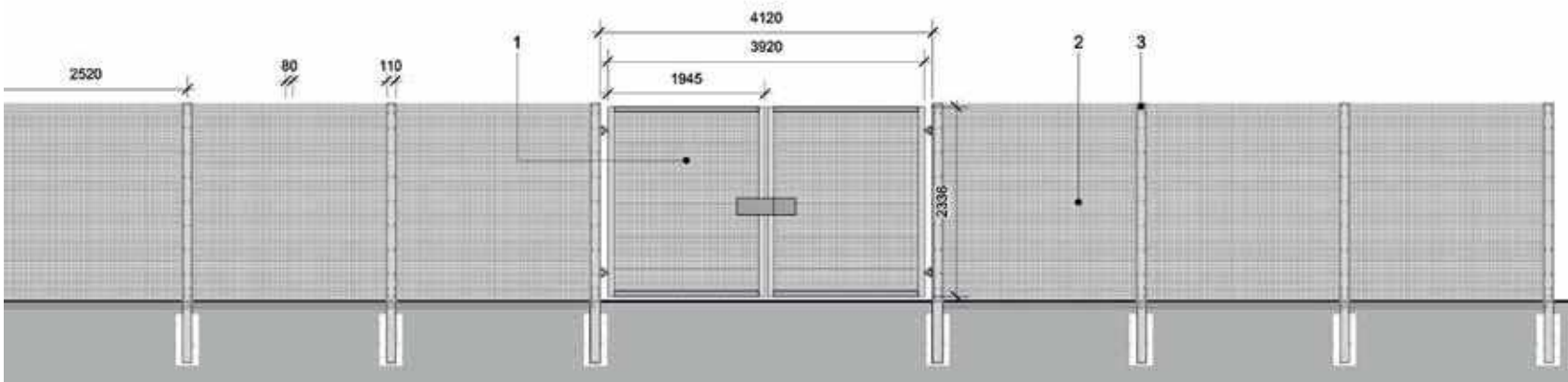
F10 laser cut detail Precedent Image

7.6.3 Boundary Fences

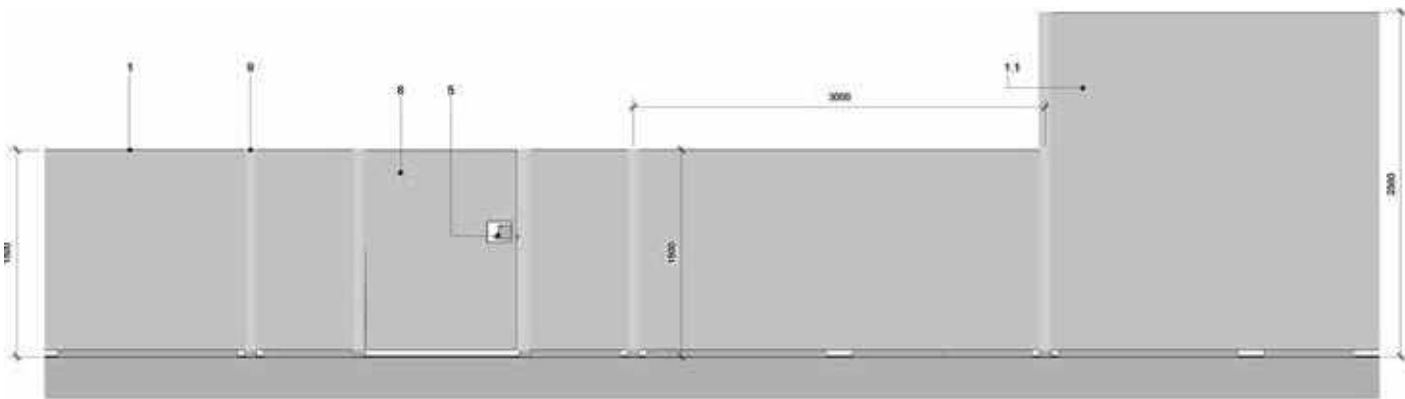
The principle, locations and design intent for the fencing around the perimeter of the site remains the same as the previous application with the following minor amendments.

S11a is the fence for the north and south site boundaries. A secure fence typically 2.4m in height but raising to 4m at the SW corner of the stadium but to the East of the Isolation structure. This is required for wind mitigation. S11b is a small section of this fence which will include mesh banners with Everton branding and graphics that will also aid in the wind mitigation performance of the fencing in these localised areas. Integrated access gates to the SE and SW corners to provide future access to Nelson Dock. The option to incorporate signage or artwork onto the S11 fence at specific locations.

The S12 boundary fence along the inside of the River Wall on the Western Quayside has a number of technical constraints in terms of penetrations into the surface adjacent to the wall. The current proposals look to install a surface mounted concrete VCB with hoardings fixed on top and to the front face. This is to screen the River Wall as it is in very poor condition. The River Wall is outside the site boundary for this planning application so no works are proposed to the wall. Access gates will be provided through this hoarding fence to allow access up onto the River Wall for necessary maintenance.



S11 - Front Elevation



S12 - Front Elevation



S11a Precedent Image



S11b Precedent Image - Banners to be fixed to S11 fencing for wind mitigation & branding



S12 Precedent Image with opportunities for graphics

Related sections in the submitted Design & Access Statement:
12.6.3

7.7 SITE FURNITURE

7.7.1 External Seating Plan

The revised scheme includes some changes to the seating plan within the external public realm areas with additional areas and types of seating provided. The key change is the addition of the Western Terrace which creates a large area of integrated seating terraces that provide an opportunity for people to sit and look out across the River Mersey.

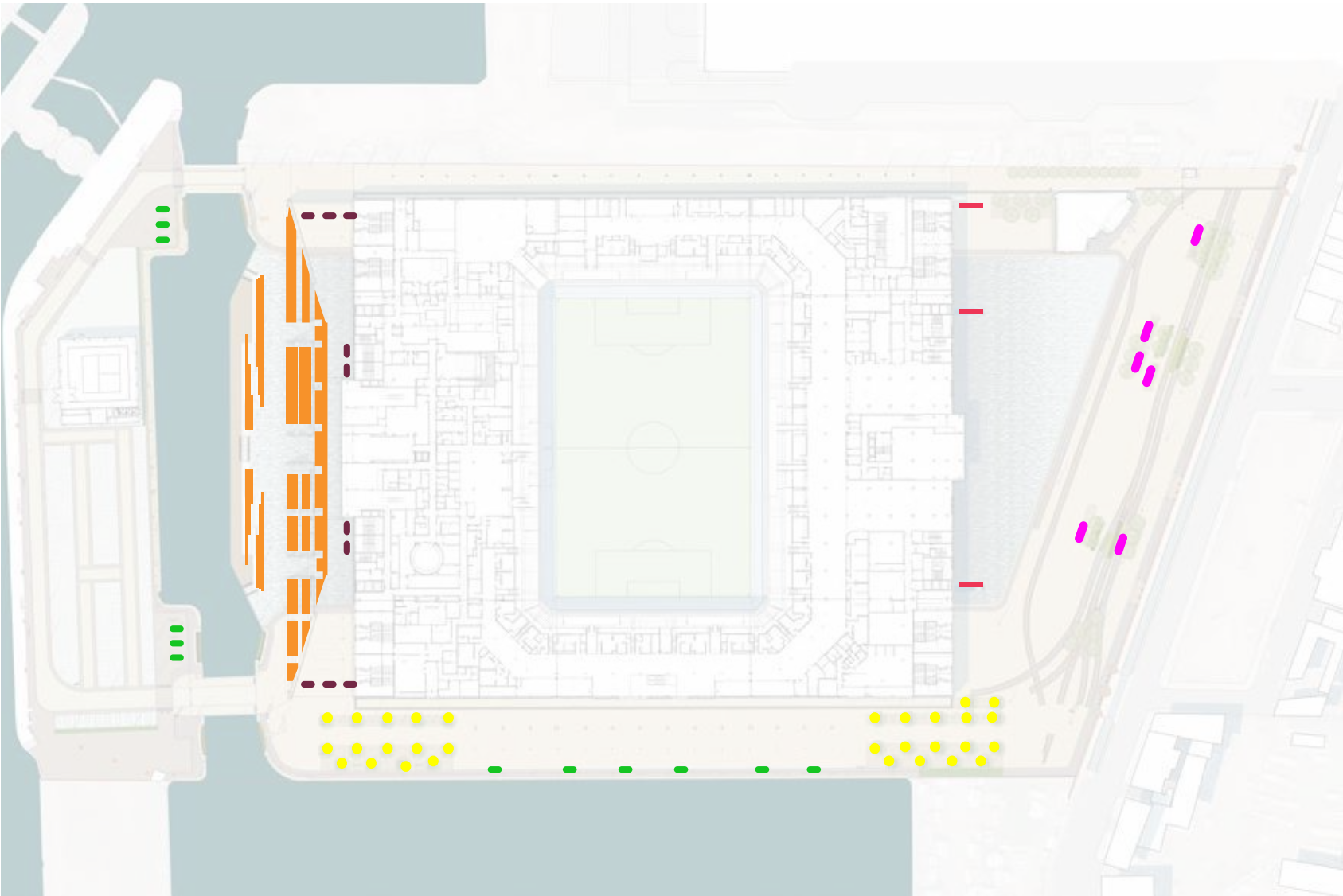
There is also more standard bench seating provided to the upper Level 1 on the Western Terrace for people to enjoy the views from this elevated level. These benches will have back and armrest supports for those that need them.

Seating terraces have been introduced in the Eastern Fan Plaza at the SE and NE corners which are perpendicular to the facade. This is primarily to facilitate surface level changes but can be used to sit on.

Additional seating/ resting stops have been incorporated into the tree surround wind baffle elements to the trees along the Southern Concourse.

The external seating design within the public realm will comply with BS8300.

- TREE SURROUND SEAT
- FAN PLAZA BENCH
- DOCK EDGE BENCH
- SEATING TERRACES
- WESTERN TERRACE BENCHES
- FAN PLAZA SEATING PLINTH



External seating plan

Related sections in the submitted Design & Access Statement:

12.5

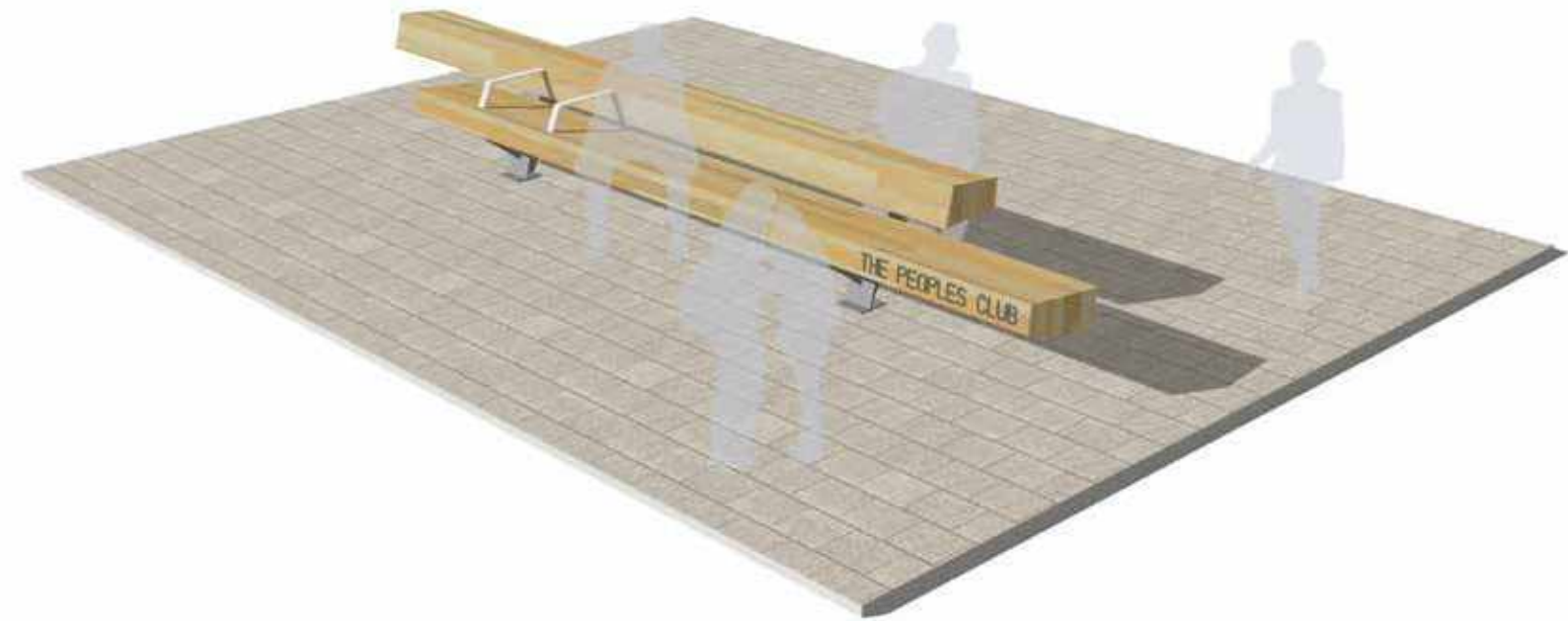
7.7.2 Dock Edge Benches

The seating elements along the Southern Concourse and the Western Quayside will have more of a focus on using chunky timber as the primary material. Benches will have a range of seating heights in accordance with BS8300. Back and armrests offering additional support and comfort for people wanting to enjoy the views of the River Mersey and Nelson Docks and further south towards the city centre will be provided.

These benches will have a simple, beautiful and oversized scale typical to the dockland character whilst the elegant, contemporary angular lines gives it a modern twist which mirrors the overall concept to the stadium building.

7.7.3 Western Terrace Benches

On level 1 of the Western Terrace there are some additional seating opportunities. The intention is to procure off the shelf benches that will have back and arm rests as they will be available for people who are using the hospitality facilities and people who have used the accessible lifts to get up to the upper terrace level.



Indicative 3D model of design for Dock Edge Bench

Related sections in the submitted Design & Access Statement:

12.5.1



An example of typical bench type for the Upper Western Terrace



Look and feel for Dock Edge Bench Precedent Image

7.7.4 Fan Plaza Benches

There have been some amendments made to the fan plaza bench design since the original application.

There are two types of benches that will be provided in the main Eastern Fan Plaza. As per the BS8300, this seating will offer a range of seating types, including areas with back and armrest supports, a range of seating heights between 380mm and 580mm and space for people in wheelchairs to be able to transfer laterally onto a bench.

The design of these benches is based around a common theme of oversized, monolithic, robust elements but with beautiful detailing. Using a mix of common dockland materials including timber and concrete.

The idea of possibly incorporating seats from the Goodison Park terraces is being explored. Through the re-use or interpretation of the blue seats onto these external benches. A fun, sustainable and evocative way of emphasising a sense of place and a nod to Evertons heritage. If the Goodison seats can't be re-used due to their condition then new seats will be fabricated to match their form.

There is an intent and willingness to integrate lettering and artwork onto these benches that adds another level of interest and richness to the placemaking strategy.

The design principle for the Eastern fan plaza is to have more of a focus on Everton as a football club with reference to the blue seats and the Leitch truss, club insignia etc whereas the remainder of the site plays more of a homage to the site's heritage.



Goodison Park Seats



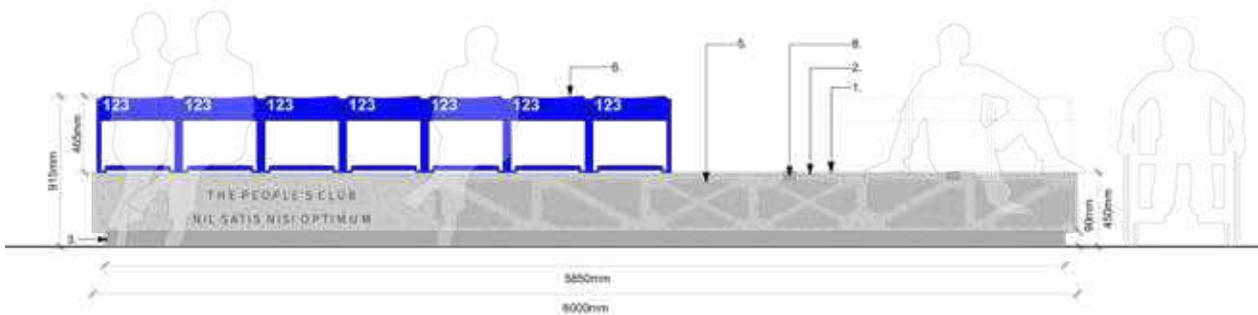
Fan Plaza Bench Type 1 Precedent



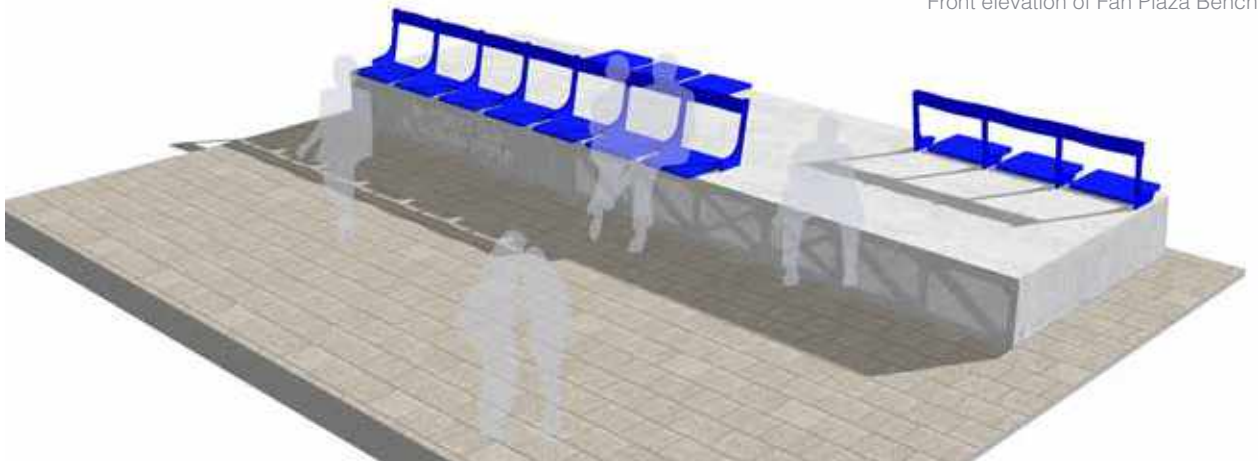
Fan Plaza Bench Type 2 Precedent



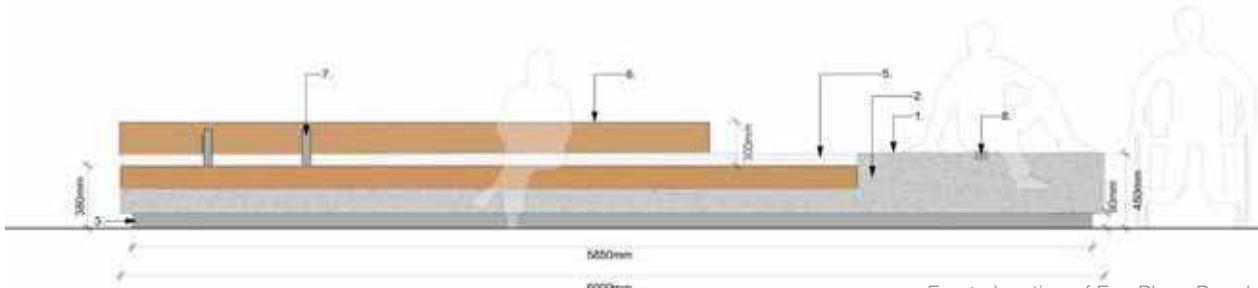
Chunky Timber Sections



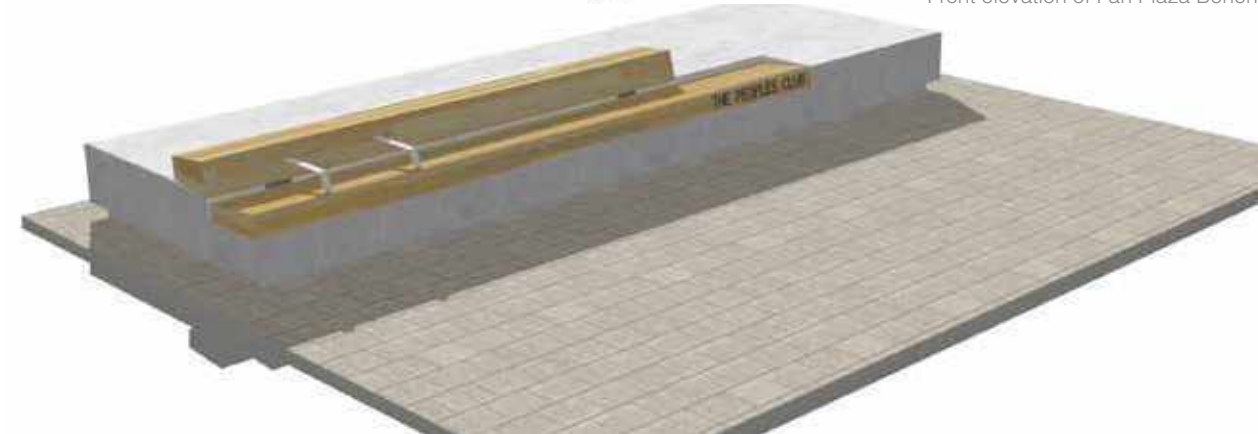
Front elevation of Fan Plaza Bench



Indicative 3D models of two Fan Plaza Bench designs



Front elevation of Fan Plaza Bench



Indicative 3D models of two Fan Plaza Bench designs

Related sections in the submitted Design & Access Statement:

12.5.2

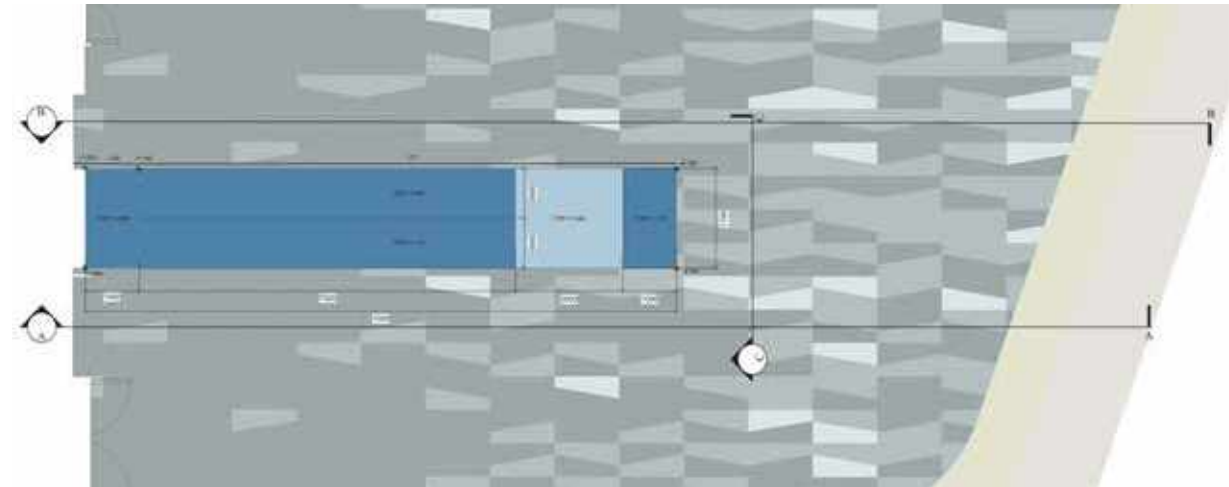
7.7.5 Fan Plaza Seating Plinth

There are localised surface level changes that require a retaining wall to be incorporated in the eastern fan plaza that runs perpendicular to the building facade at the south East and North East corners of the stadium.

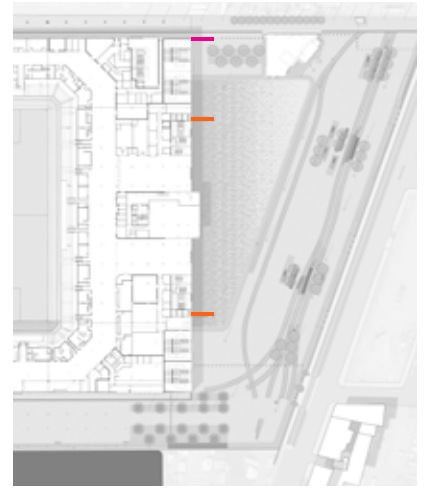
This is a change to the original application and is as a result of technical design studies around retaining the BMD walls visible and flush within the public realm and the transition levels between the FFL externally and internally closer to the centre of the eastern facade.

To maintain compliant surface gradients and avoid introducing steps within the public realm, this seating plinth has been included. To ensure it has a dual use and is clearly visible, the design and materiality of this feature will make it clearly contrast with the surface material and will act as a resting point for people moving around the perimeter of the stadium.

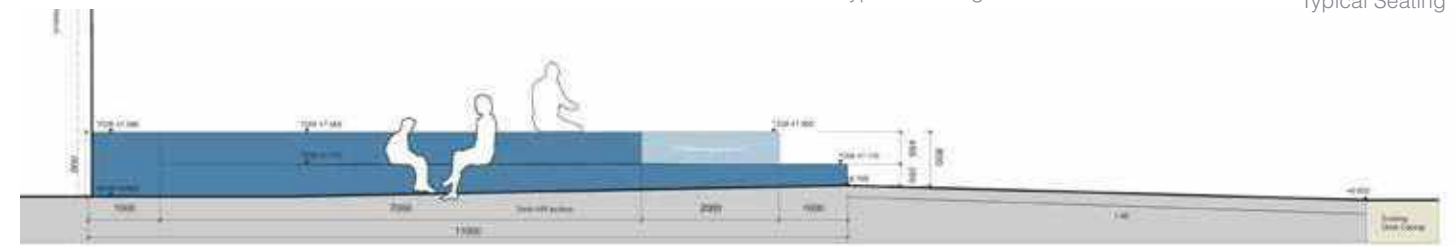
There is another seating/retaining wall plinth at the very NE corner of the stadium (C03) which takes up the level change between the northern concourse road and the stair core in that corner. This was included in the original application but was a taller element and proposed to be in a brick material to match the building facade. This change has to make it similar in form and dual purpose as a seating plinth to match the two new plinths whilst the material is proposed to be fair faced concrete.



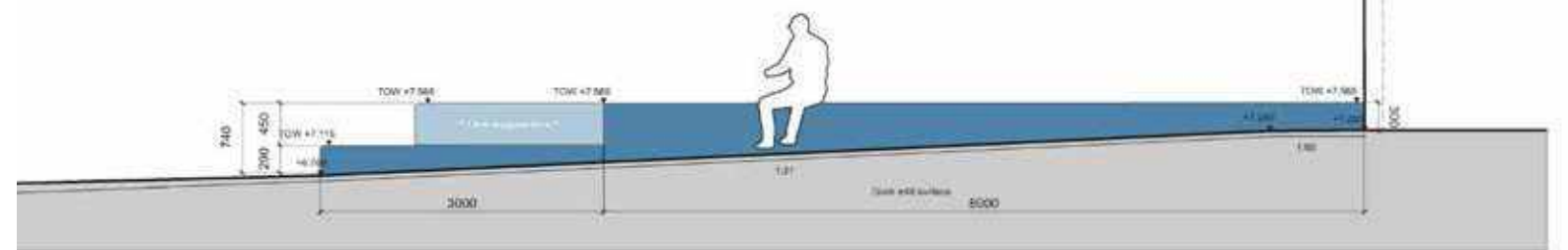
Typical Seating Terrace Plan



Typical Seating Terrace Plan



Typical Seating Terrace Elevation



NE Corner Seating/Retaining Wall Elevation



C03 Wall - Concrete embossed Precedent Image



Blue Cobalt Glazed Tiles

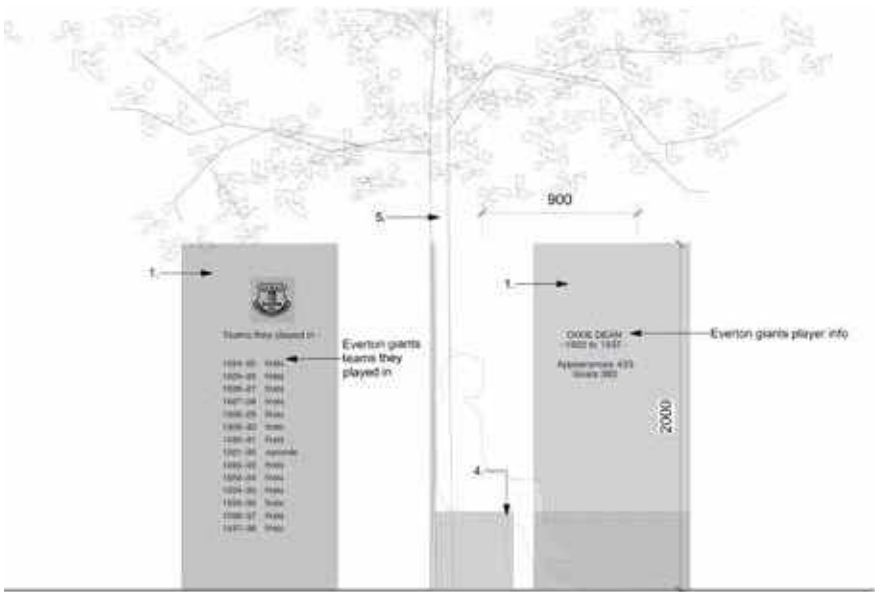


Concrete and Tile Seating Plinth - Sydney

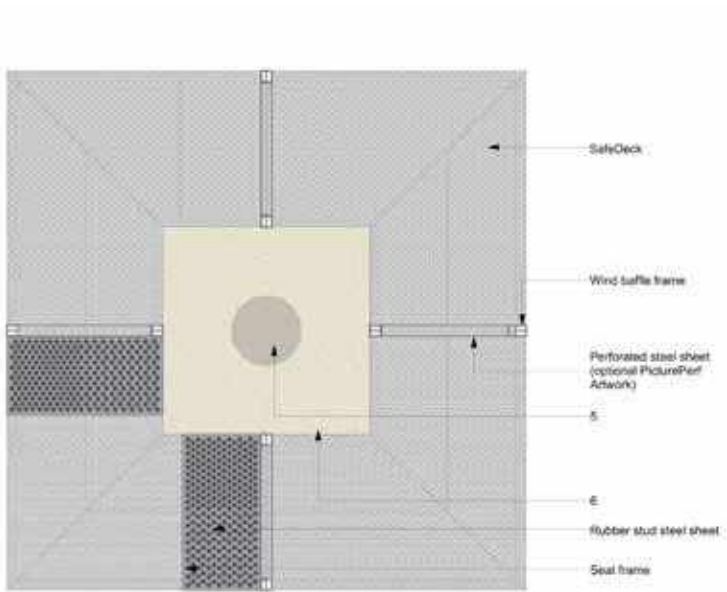
7.7.6 Tree grille, seat and wind baffles

Along the Southern Concourse are two groups of trees at the South East and South West corners of the stadium. These replace the large brick and steel wind baffles that were placed in these locations in the original application. Through the various wind studies it was identified that there as still the requirement for some form of wind baffle at ground level around the base of the trees. Therefore an integrated system that incorporates the surface tree grille, the vertical wind baffles and where possible a seating element to act as an additional rest stop for people moving along this Southern side of the stadium.

The materiality of these elements will be a perforated black steel material to match the stadium facade base and there will be opportunities to incorporate wayfinding and artwork on these baffles where possible and appropriate.



Elevation of wind baffles and seats



Plan of Tree grille, baffles and seats around central tree



CGI visual of tree surround baffles



Perforated steel materiality



Seating spots around tree



Opportunities for Images onto steel panels

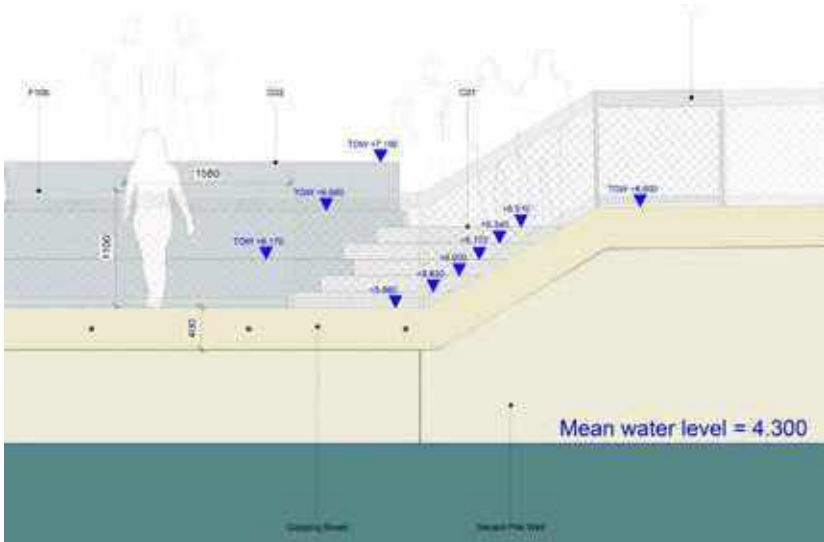
7.7.7 Western Water Channel Seating Terraces

This area has changed in a variety of ways including:

- The level change between the central concourse area and the lower waters edge terrace has reduced
- The location of the standard steps have moved and now lines up with the central route and portal for the hospitality entrance. We have two additional sets of steps to the north and south of this water terrace
- The alignment of the new waters edge retaining wall has changed in that the existing heritage lock gates both remain in the water with the retaining wall tying into the existing BMD wall to the eastern side of both gates
- There are still two sloped access routes which are gentler than 1:20 for universal access and wider than 2.5m at the narrowest point. To allow enough space and ease of access for wheelchairs
- The lower terrace area has changed in materiality to a composite decking so that the look and feel is more in-keeping with a waterfront promenade or jetty.
- We have relocated a set of the same style of heritage capstans from the BMD wall to along the front edge of the waters edge to emphasise this waterfront feel and retain/celebrate part of the docks heritage
- The main surface material for the dock infill area will match the eastern fan plaza and extend below the western terrace structure right up to the main stadium western facade. This is to emphasise that this area is still public realm and further accentuate the former dock water location.

Related sections in the submitted Design & Access Statement:

12.5.3



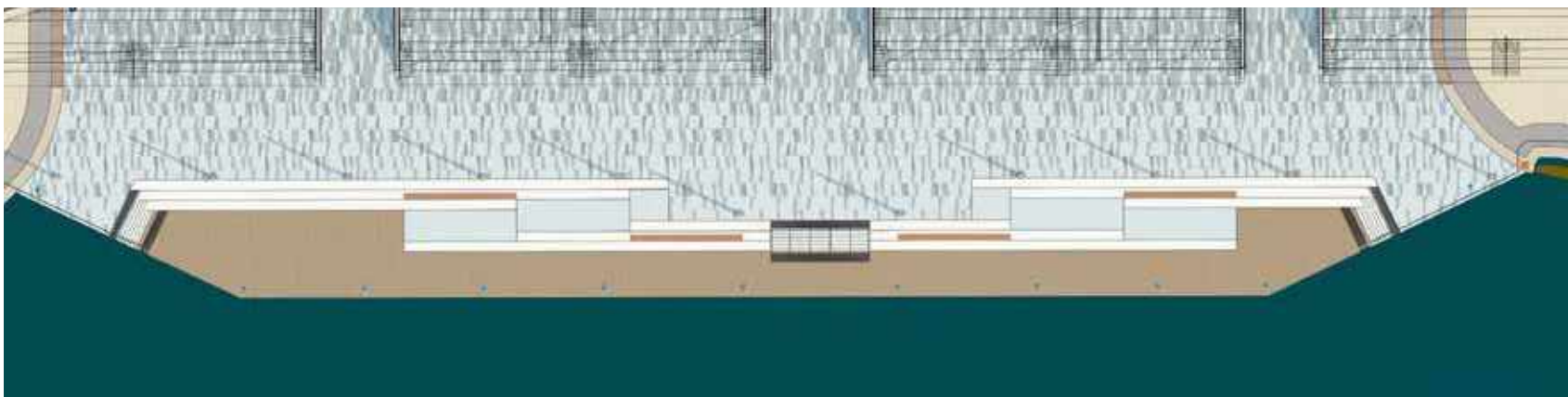
Waters Edge Terrace - Front Elevation



Precedent: Seacant Pile Wall



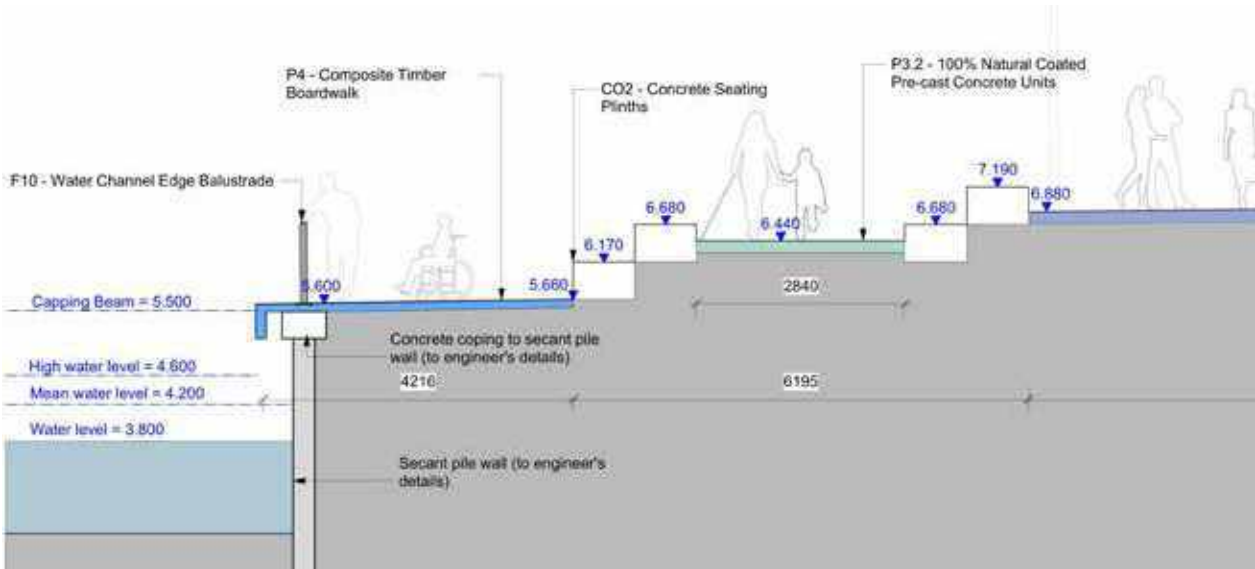
Precedent: Lower Terrace Boardwalk



Waters Edge Terrace - Plan



Precedent: Waters Edge Terrace - additional armrest supports will be added



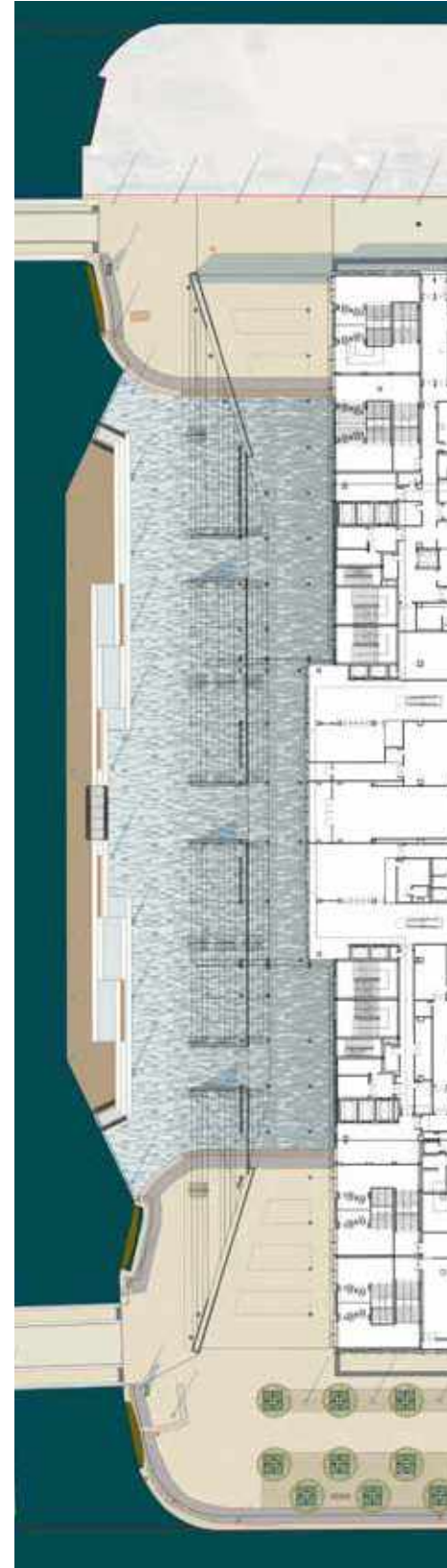
Waters Edge Terrace - Cross Section

7.7.8 Western Terrace

Through the introduction of the Western Terrace Structure, there is now an additional area of public realm/external space for all to enjoy. With 180 degree views across the River Mersey to the Wirral, back to the City Centre across Liverpool Waters and out to the Sea. This really will be a fantastic space for BMD and Liverpool Waters.

It will include high quality surface materials, seating opportunities with back and armrests to allow people who need them when accessing the terrace via the internal lifts to have a rest.

The other key feature in this space will be the roof lights, offering views down into the lower Western Concourse below and providing light and air to circulate into this space. There will be balustrades around the perimeter of each light well and this will match the dock edge balustrades.



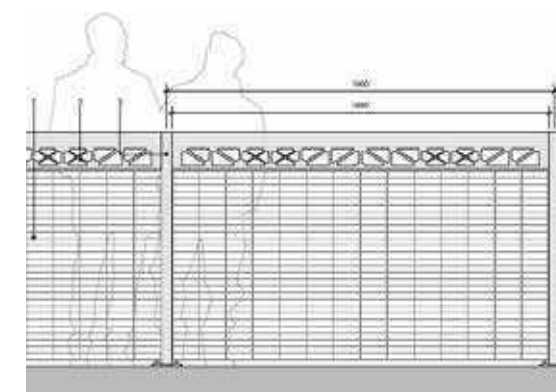
Western Terrace Ground Level Plan



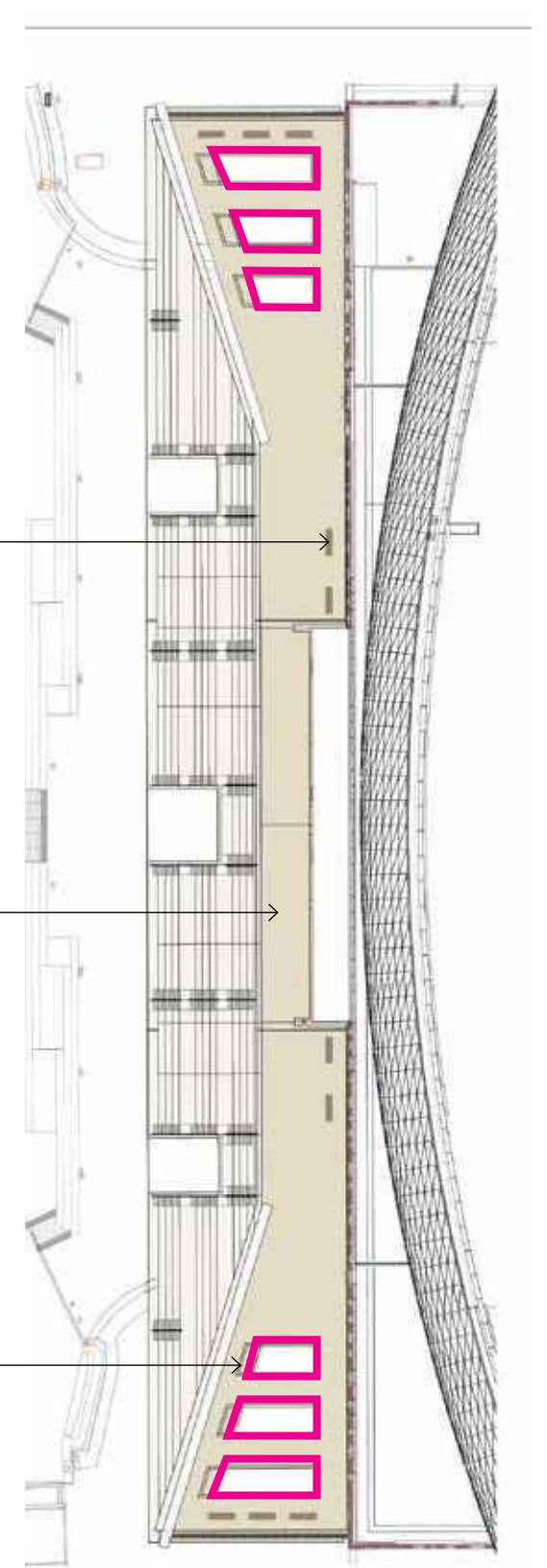
Seating



Western Terrace Level 1 Surface Materiality






Roof Light Balustrade

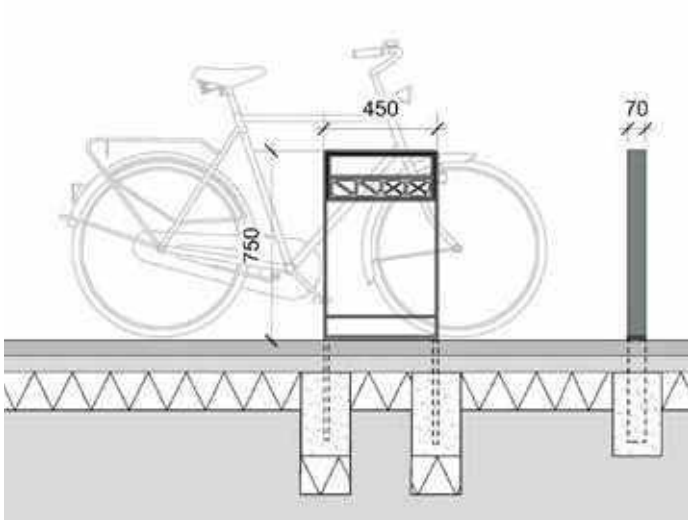


Western Terrace Level 1 Plan

7.7.9 Cycle Storage and Litter Bins

The cycle storage and stands are accommodated through two different types. A two tiered storage structure at the NE corner which will mainly be used by stadium staff. It is covered and will have natural surveillance from 24 hr security staff. The standalone stands are located along the western inside of the Regent Road Wall which can be used by supporters and visitors and also on the Western Quayside adjacent to the BMD South West dock shoulder. Cycling will be encouraged as an active means of travel for people to get to the stadium. There will be space for a total of 152 bicycles with the potential for more future provision if required (up to 60).

-  FREE STANDING CYCLE STANDS (53 stands - 106 bicycle capacity)
-  DOUBLE TIER CYCLE SHELTER (32 bicycle capacity)
-  POTENTIAL ADDITIONAL FREE STANDING CYCLE STANDS (30 stands - 60 bicycle capacity)



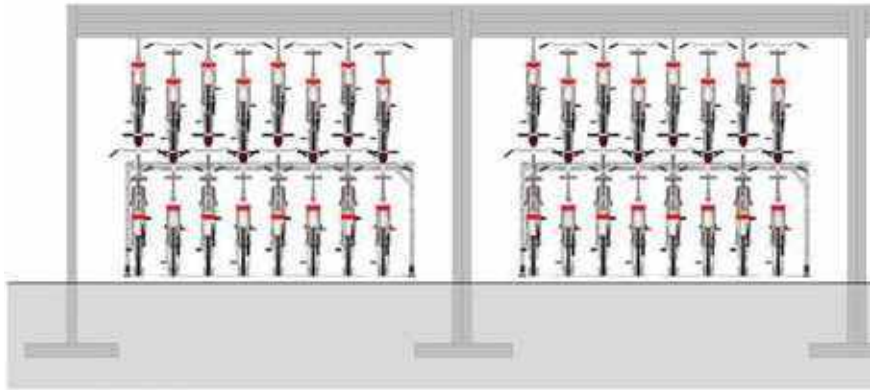
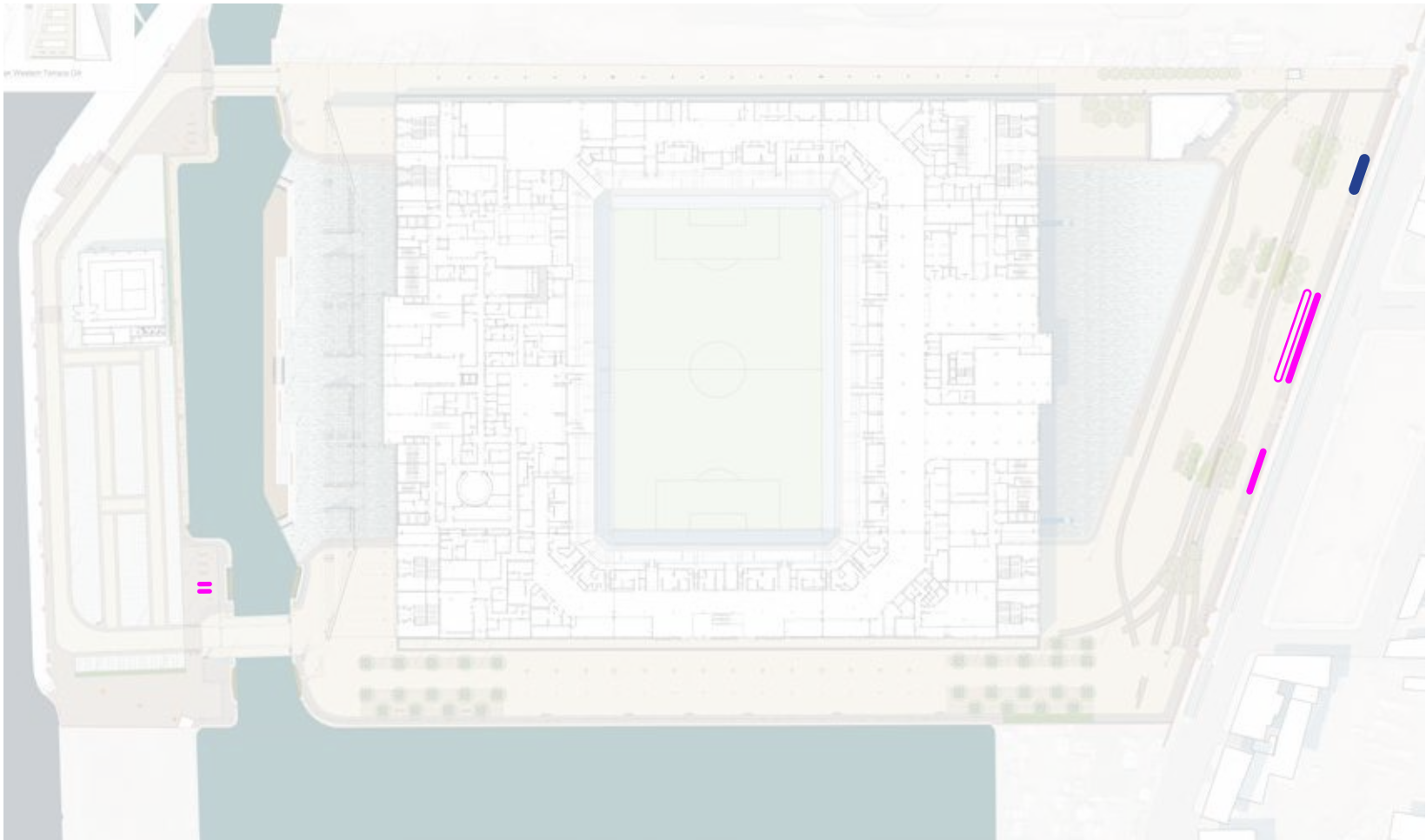
Bespoke cycle stand detail



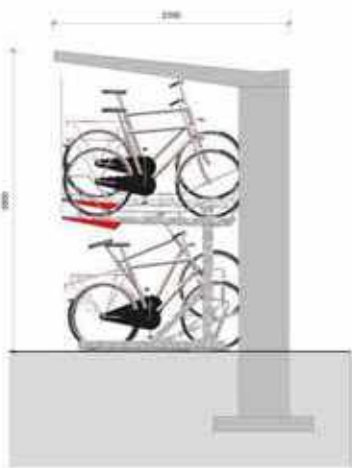
Precedent of laser cut detailing into cycle stand



Precedent of Litter Bin



Double tier cycle store elevation

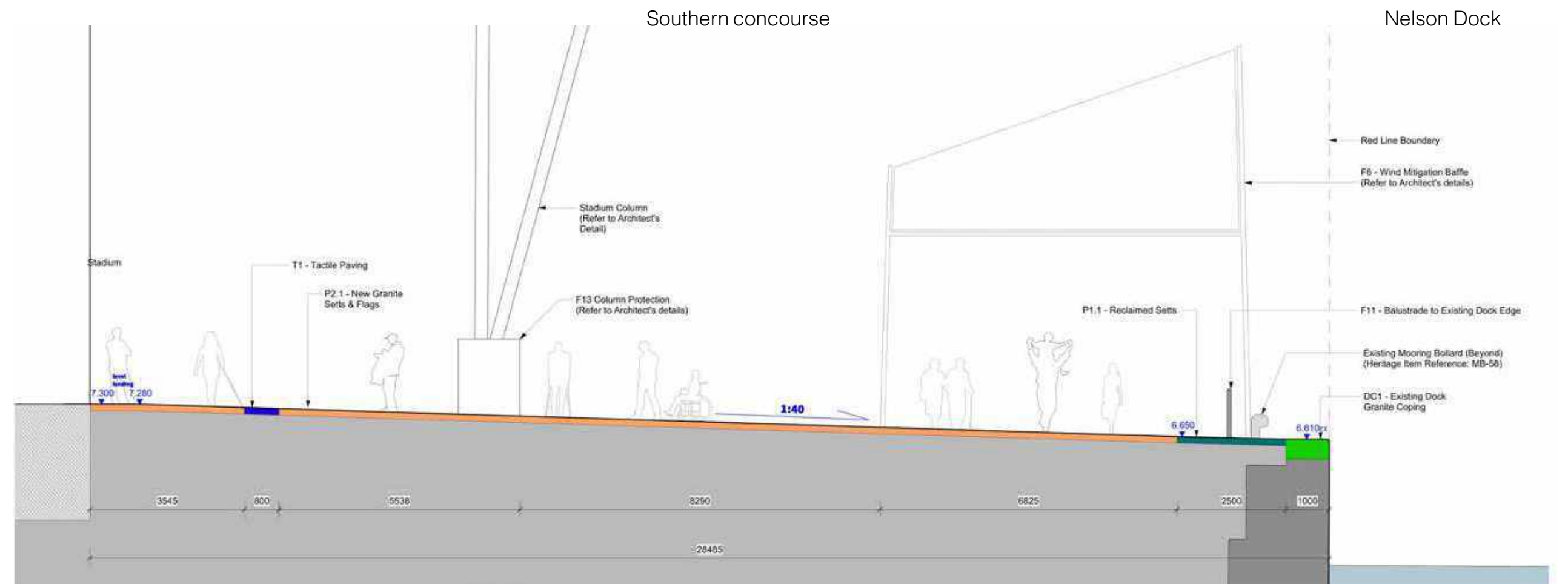
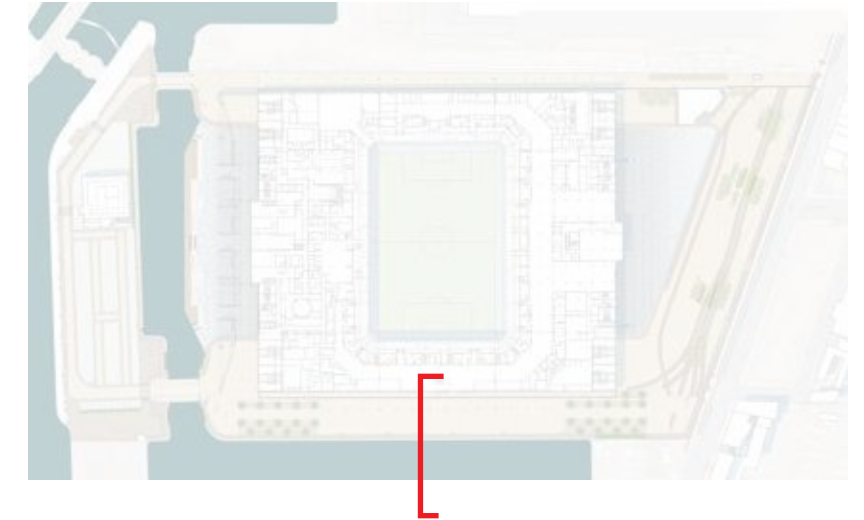


Double tier cycle store cross section

Related sections in the submitted Design & Access Statement:
12.5.4

7.7.10 Southern Concourse

The Southern Concourse general arrangement and levels remain the same with a consistent grade away from the stadium towards the Nelson Dock edge.

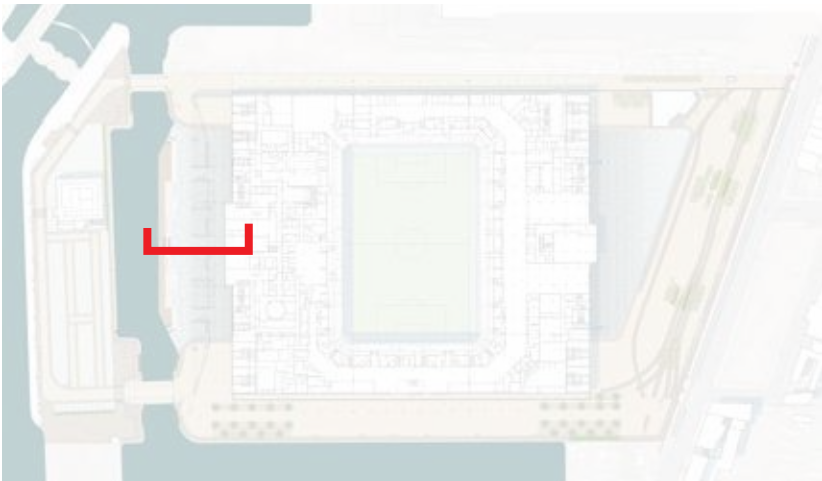


Related sections in the submitted Design & Access Statement:

12.7.1

7.7.11 Western Concourse

This area has seen the most significant change from the previous planning application design. The removal of the MSCP structure and replacement with the Western Terrace, there is a much stronger civic design. The levels between the various zones have been tweaked due to technical constraints around drainage and build-ability but largely remain the same as the previous application. There are steps and slopes down to the lower waters edge that will comply with British Standard access requirements.

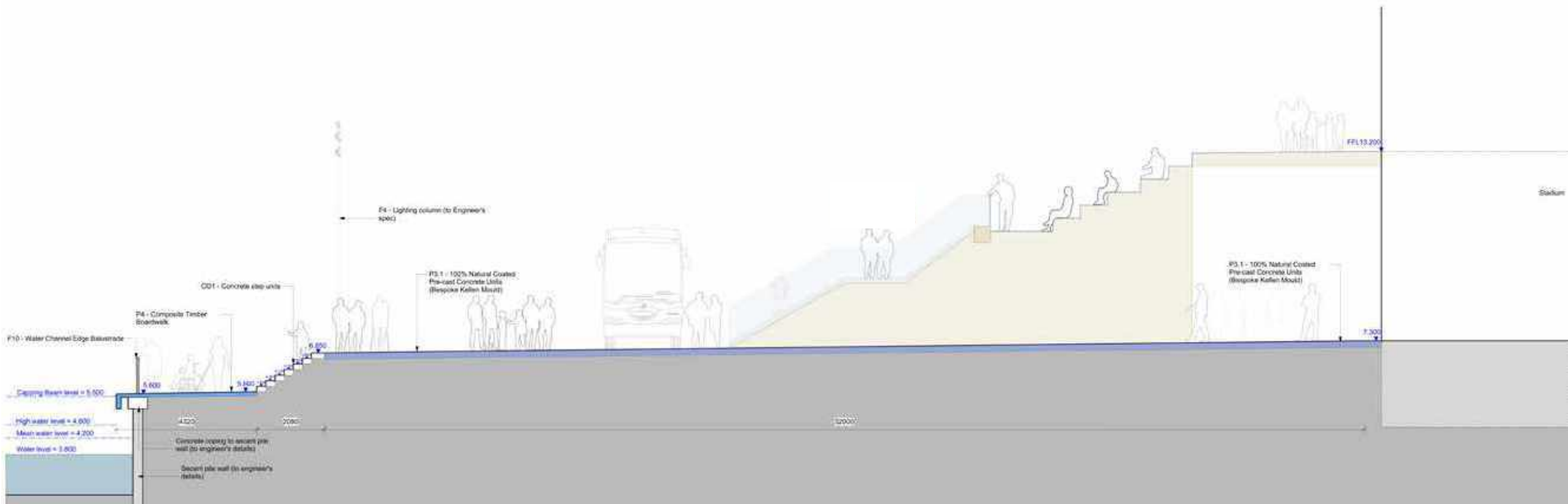


Water Channel Lower Promenade

Western Concourse

Western Terrace

Stadium

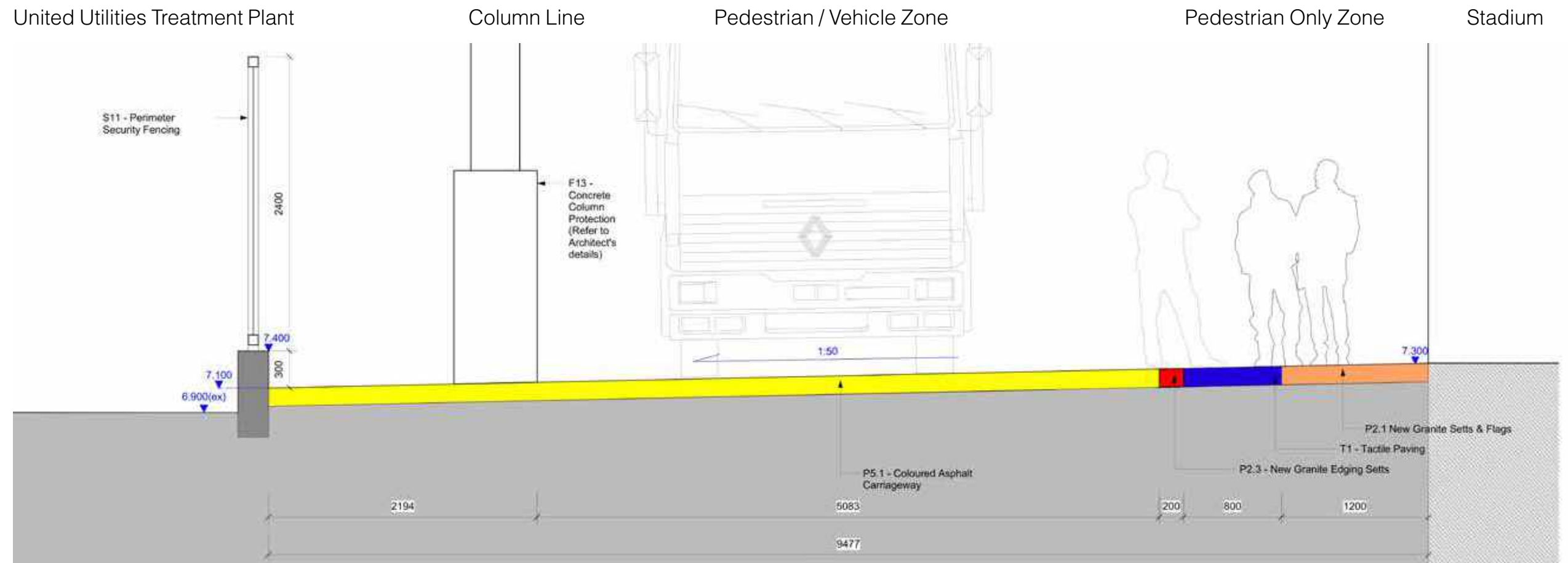
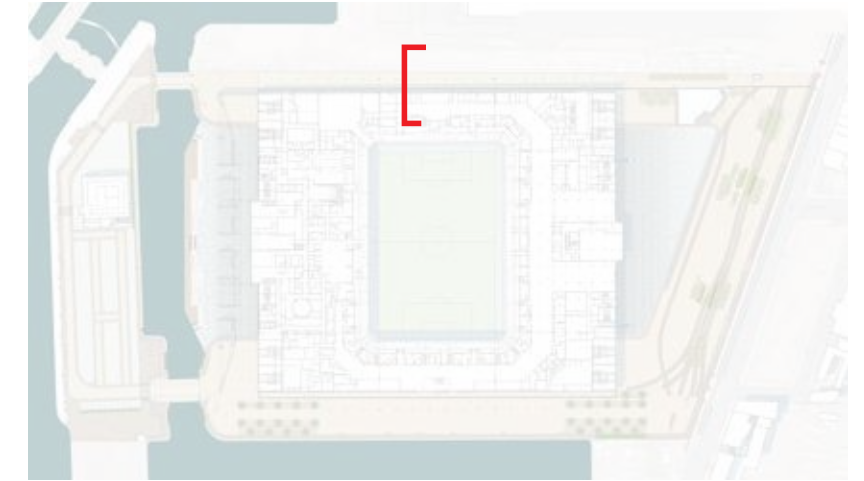


Related sections in the submitted Design & Access Statement:

12.7.2

7.7.12 Northern Concourse

The Northern Concourse is the primary vehicle route into the site. The key change to this area has been the changes to surface materials from the reclaimed cobble setts in the pedestrian & vehicle zone to a coloured asphalt. This is due to it being smoother underfoot for people to walk on and more practical for vehicle movement. The tactile strip has been widened from 400-800mm following Inclusive Design Officer comments.

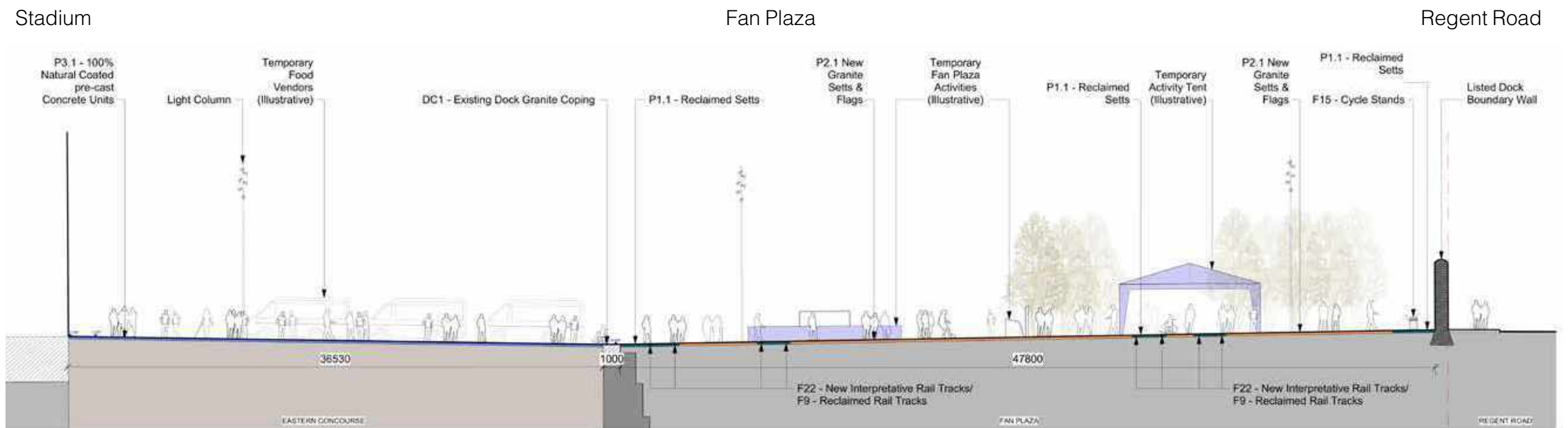
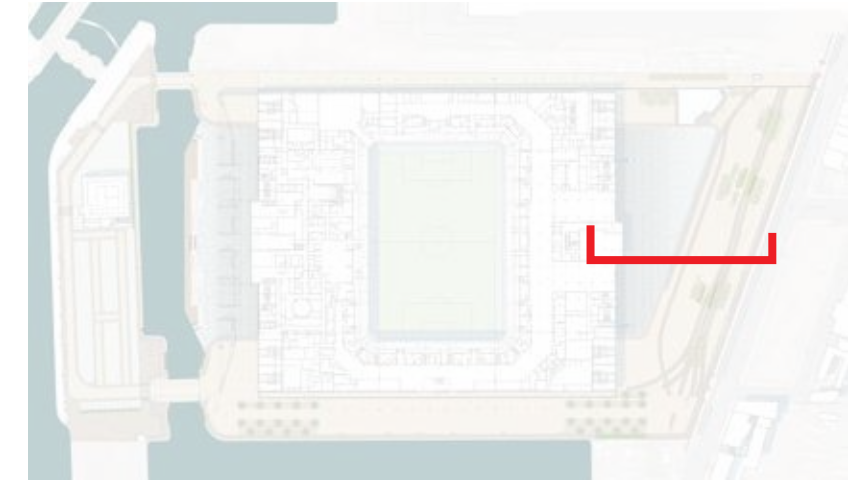


Related sections in the submitted Design & Access Statement:

12.7.3

7.7.13 Fan Plaza

The threshold level along the stadium's eastern elevation varies from 7.30m AOD in the centre at the club shop to circa 6.65m AOD at the BMD dock transitions to the North and South. Therefore there are gentle gradient along the frontage of the stadium as well as gentle cross falls across the infill dock zone to allow drainage. The BMD coping stone is flush with the surfaces on either side and the Quayside fan plaza will then gently grade back up to meet the existing levels at the Regent Road Dock Boundary wall interface.



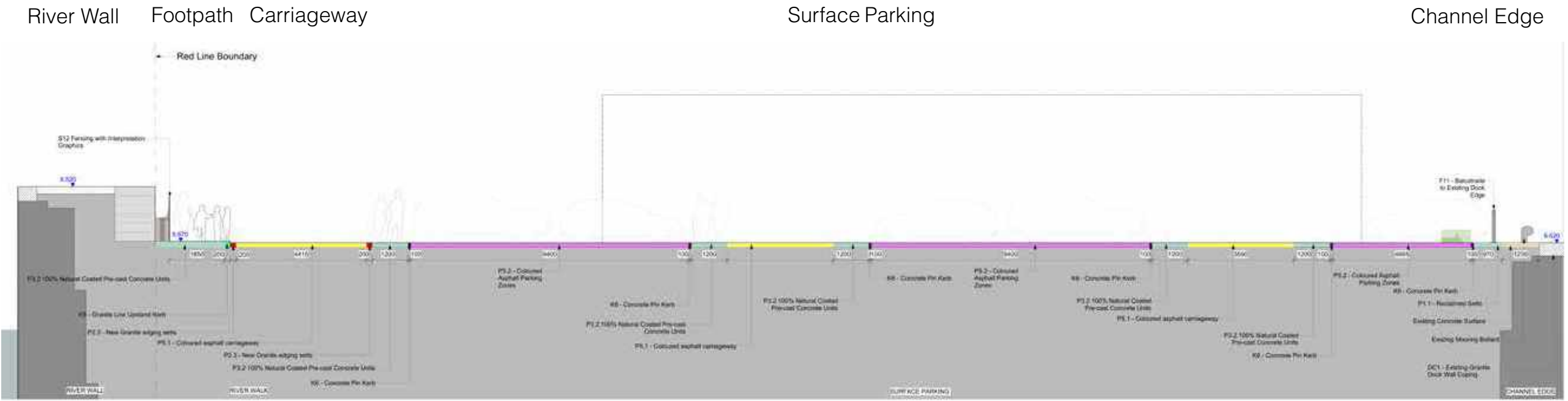
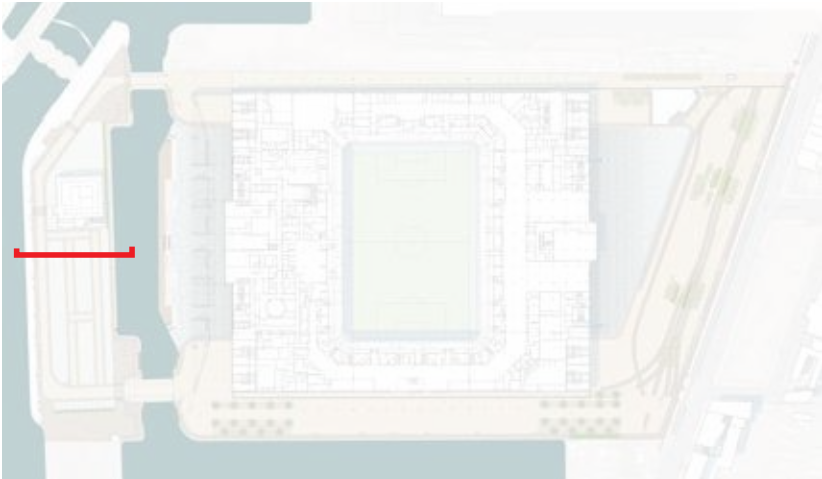
Related sections in the submitted Design & Access Statement:

12.7.4

7.7.14 Western Quayside

The Western Quayside has seen significant changes from the previous application and they are summarised below:

- The DNO substation and storage area moving northwards to the NW corner of the site
- The PV canopy being removed with the panels now fixed to the roof of the bowl structure
- The creation of a flexible hard space that can be utilised for surface car parking, an outside broadcasting compound and has the potential to host events or other flexible uses as required
- A River Walk Gateway space at the SW corner of the site on the threshold between BMD and Nelson Dock. A welcome area and transition for the strategic River Walk to enter the site



Related sections in the submitted Design & Access Statement:
12.7.5

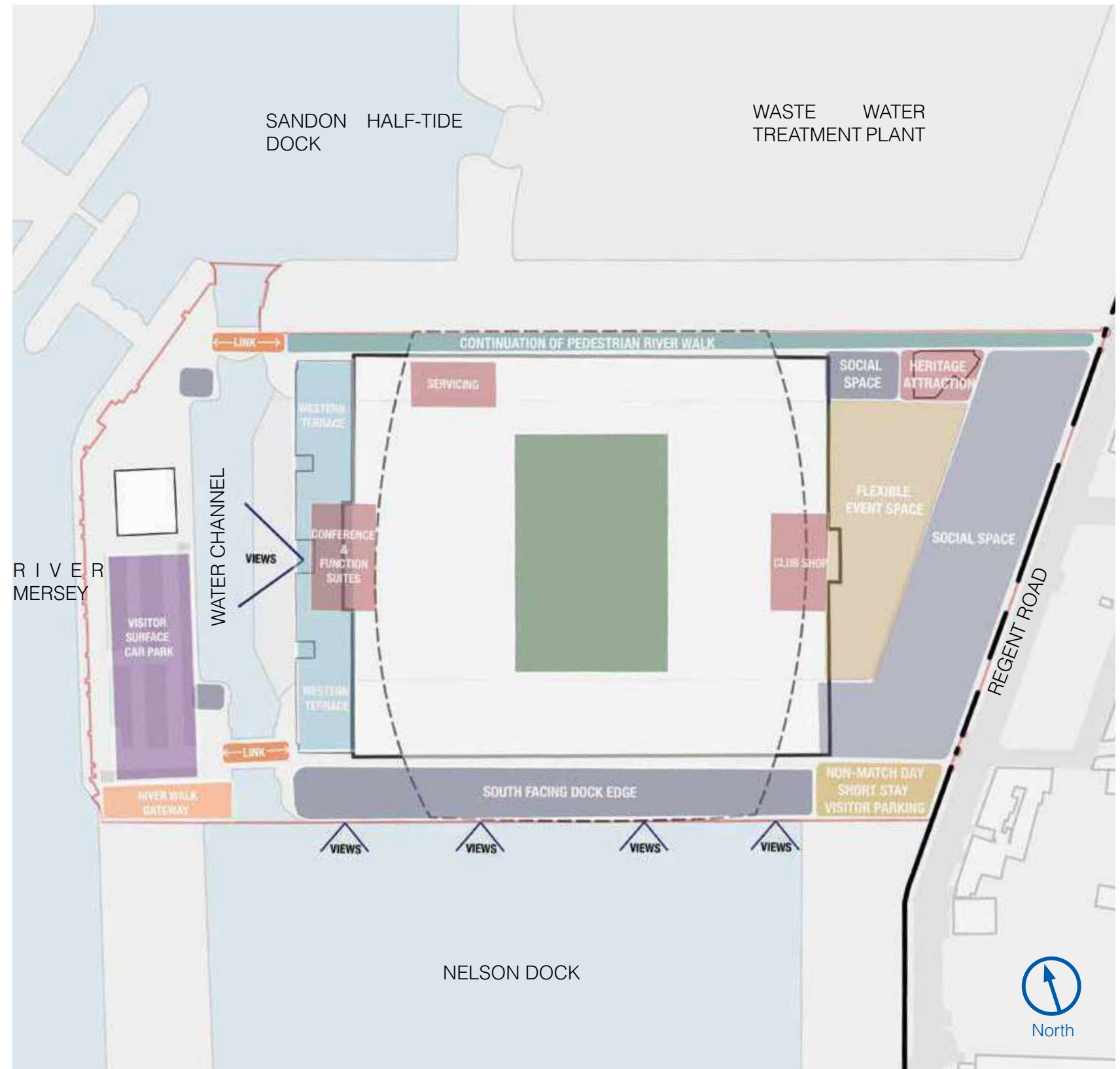
7.8 SITE ACTIVATION

7.8.1 Non-Match Day

How the site is activated on non-match days has seen some significant improvements. The North, South and Eastern sides of the stadium within the public realm largely remain the same from a functional perspective. It is the Western side of the stadium on both the Western Quayside and the Western Terrace which has become much more of a destination with civic and public access and uses.

The flexible hard space on the Western Quayside and gateway space at the SW corner become public realm that can be enjoyed by visitors to BMD and a gateway for people enjoying the LW River Walk and a new civic space within the WHS and Stanley Dock Conservation Area.

The Western Terrace with its stepped structure allows opportunities for people to use this area as a space to gather, sit and enjoy the views across the Mersey.



Related sections in the submitted Design & Access Statement:

12.10

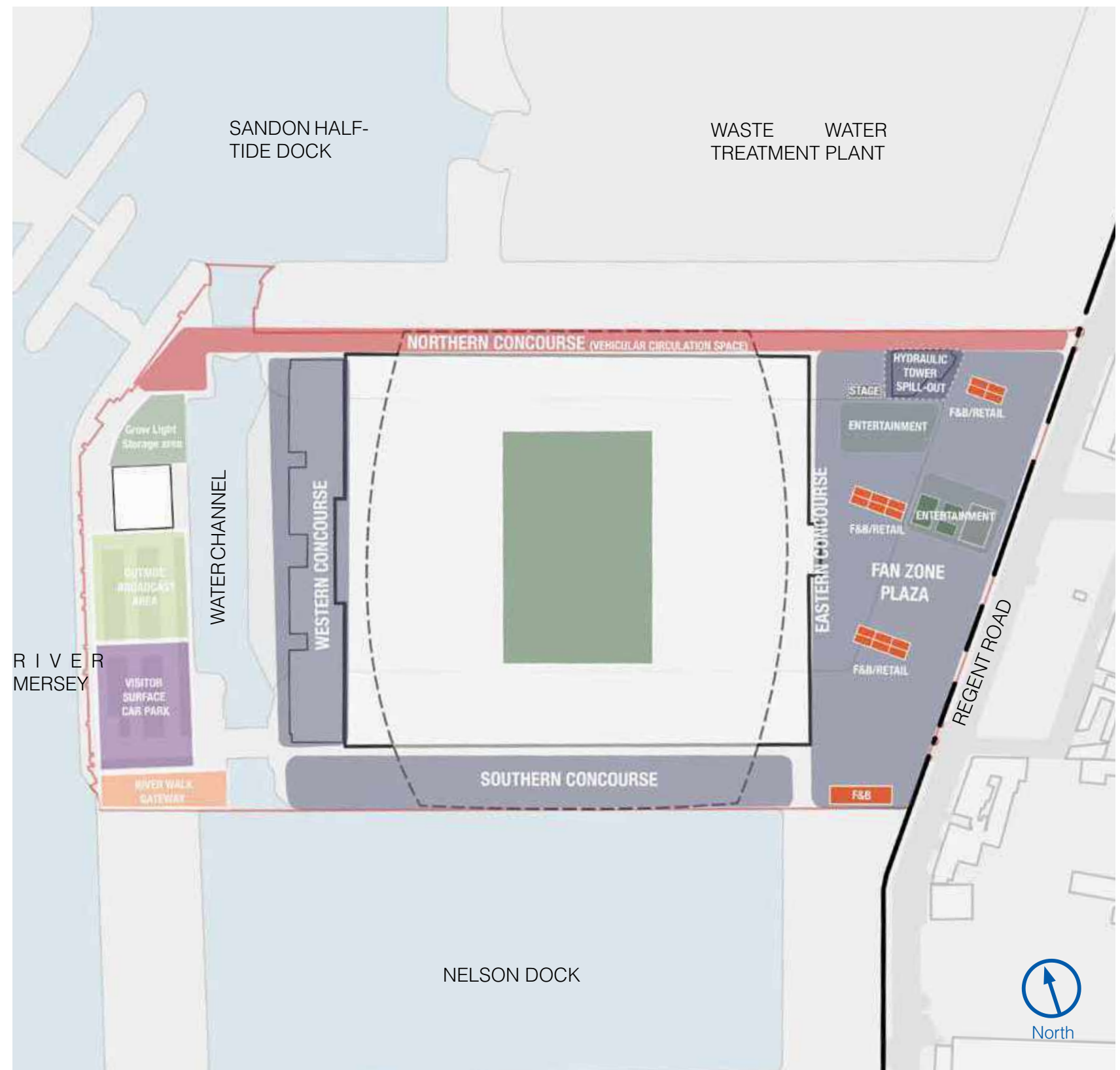
Non-match day Site Activation Plan

7.8.2 Match Day

On a Match day the main changes from the original application are associated with the Western Quayside which becomes more of a functional space for the stadium operations including:

- Grow Light Storage
- Outside Broadcasting Compound
- Surface Car Parking

The Western Terrace becomes an accessible place where supporters can gather and enjoy views whilst sitting on the terraces and also watch the team coach arrive with the players. Underneath the Western Terrace there is a supporters concourse as the main circulation space. At Level 1 on top of the Terrace, this will become a space for supporters to gather and access the hospitality suites.



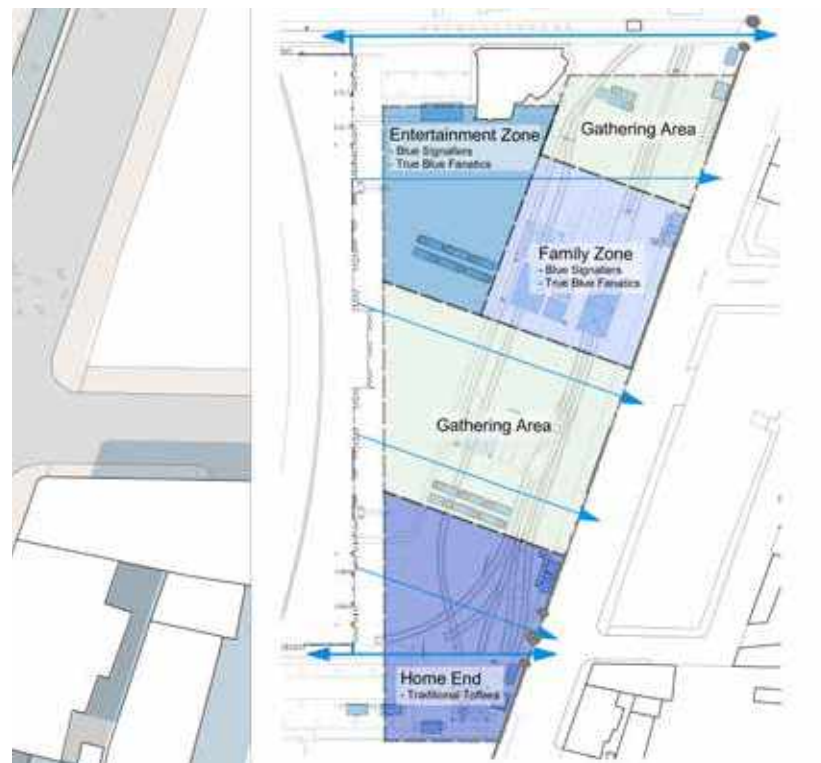
Related sections in the submitted
Design & Access Statement:

12.9

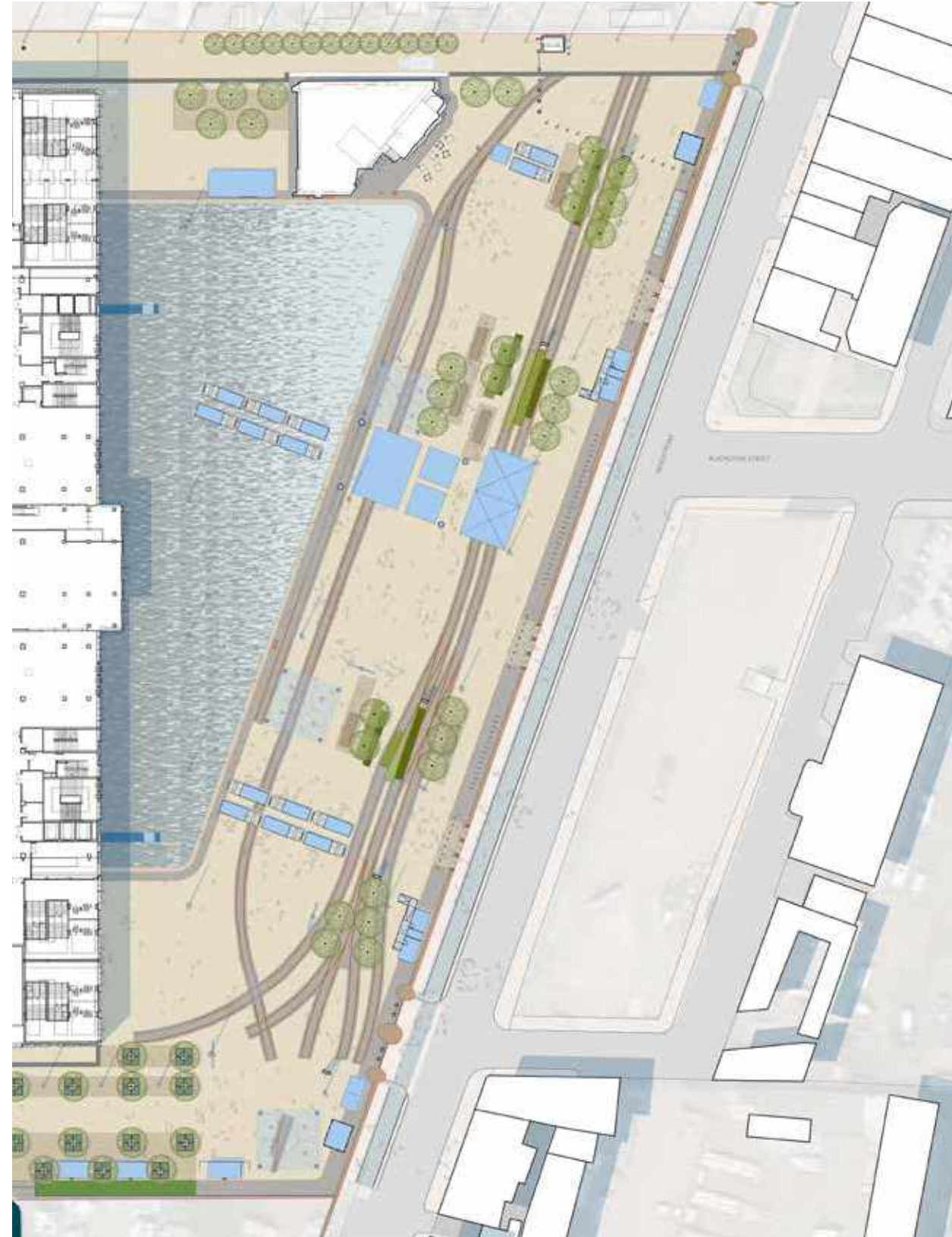
7.8.3 Fan Plaza

The Fan Plaza in the main has remained the same in terms of its overall look & feel and general layout. There is an intent to have the reclaimed railway tracks visible in the paving, although this is dependant on their condition being suitable for reuse. There will be a good mix of temporary fan plaza activities for fans and visitors to enjoy on a match day. There are pockets of permanent seating, grass planting and trees which have been located outside of the railway track lines.

The key changes to this area of the site has been the SE corner through the removal of the large wind baffle structures which have been replaced with staggered trees, the addition of the seating terraces perpendicular to the eastern facade at the SE and NE corners to mitigate a change in level and ensure the BMD wall can remain visible and flush throughout the fan plaza on all three sides.



Fan Plaza Indicative Match day Zoning



Fan Plaza Match day Indicative Layout Plan



Precedent: Vehicle food vendor



Precedent: Accessible toilets in converted shipping container



Precedent: Shipping container concessions with lighting

Related sections in the submitted Design & Access Statement:

12.11

7.8.4 Entertainment

The intention of providing facilities and entertainment in the fan plaza remains the same. There is a strong desire to make this a real destination that encourages people to come to the game well before kick off and stay around afterwards. Creating a fun and family friendly place is a key driver for the club.

These items will be classed as temporary elements to allow the club the flexibility to remove them after games and move them around the site depending on how best the space will function and they will only understand this once the stadium has opened and the season is underway.



Precedent: Concession stands



Precedent: Interactive games and gaming tents



Precedent: Activities for junior fans (Meet the mascot)



Precedent: Entertainment stage and screens

Related sections in the submitted
Design & Access Statement:

12.11.1

7.9 REGENT ROAD PUBLIC REALM WORKS

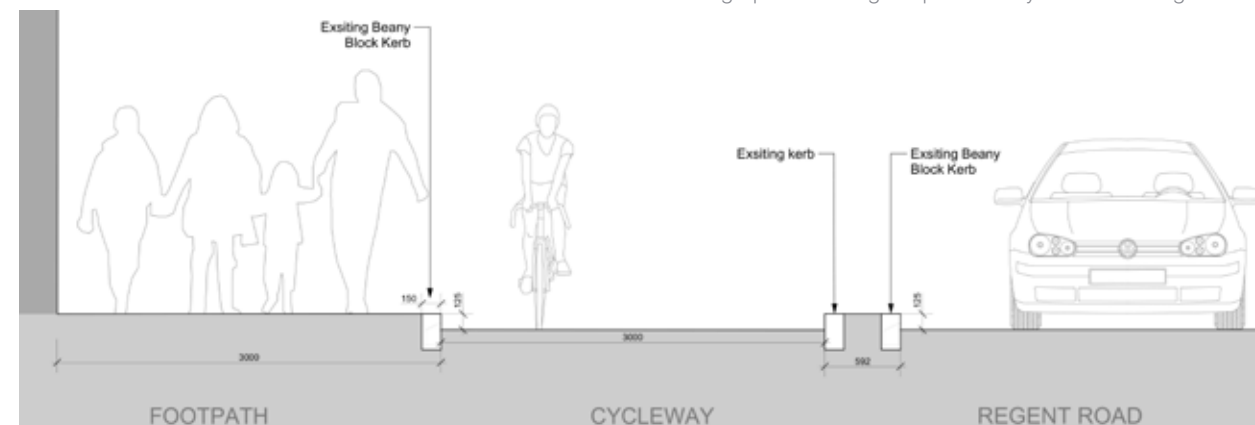
As part of this application it is proposed to carry out some public realm improvement works immediately outside the site boundary to Regent Road. The main reason behind this is to improve the pedestrian access into and out of the site by removing the up and down upstand kerbs for the cycle lane by raising the levels within the cycle lane to bring it up to the same level as the footpath. This would create a wider footpath and reduce the risk of trips and falls when supporters are passing through in large crowds.

The cycle lane will still be delineated through a change in surface colour and the use of tactile paving between the footpath and the cycle lane.

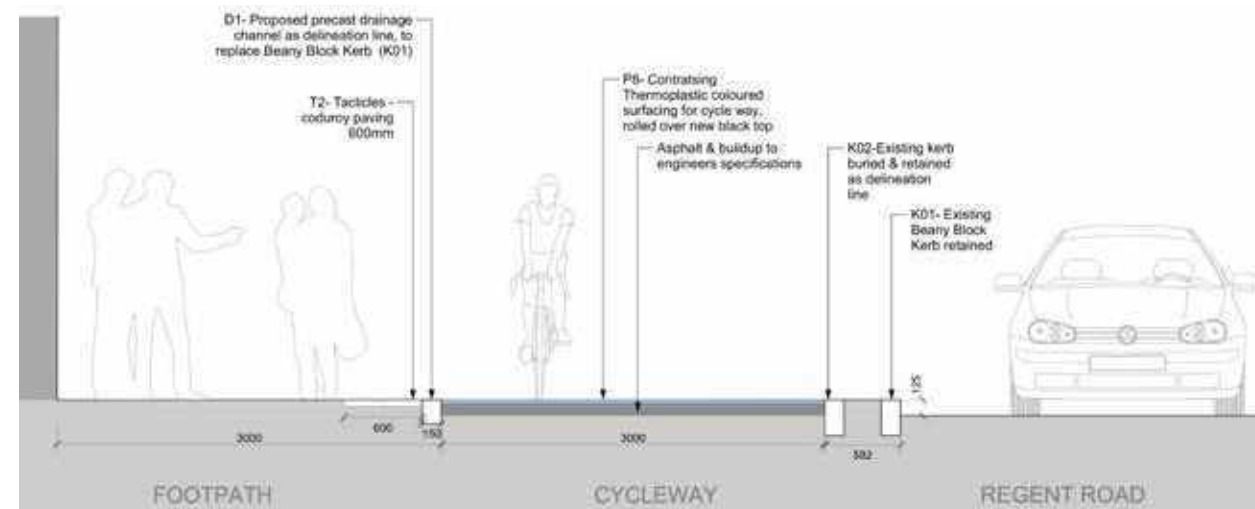
The proposed arrangement was subject to consultation with LCC planning, highways, inclusive access and cycling officers to arrive at an acceptable solution.



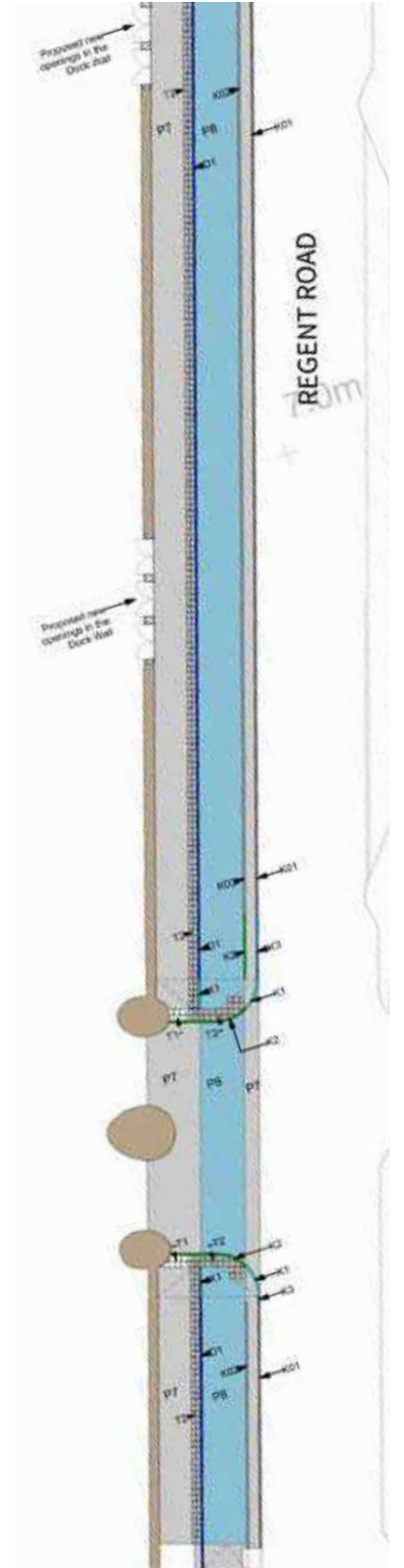
Photograph of existing footpath and cycle lane on Regent Road



Cross Section of existing Regent Road footpath and cycle lane



Cross Section of proposed works



Typical Section of Proposed Plan

8.0 LIGHTING, ACOUSTICS & SIGNAGE

- 8.1 Site Lighting
- 8.2 Stadium Acoustics
- 8.3 Signage Zones



8.1 SITE LIGHTING

The overall strategy is unchanged from the lighting scheme submitted in December 2019 except for the omission of the MSCP and addition of the raised West Terrace, and the omission of the surface car park canopy in the west quay.

In general the lighting to the public realm is characterised by:

- 15m tall columns in the main plaza providing general circulation lighting
- 12m tall columns in the west plaza providing general circulation lighting
- 12m tall columns in the western quay providing functional lighting to the car park
- 8m tall columns in the north road and west plazas providing general circulation lighting
- Tree-mounted spotlights providing dappled light to highlight dwelling zones
- Furniture-integrated lighting to enhance dwelling zones
- Balustrade-integrated lighting to delineate edges
- Soffit-recessed luminaires in covered public spaces to provide general circulation lighting

Luminaires which have been selected which complement the surrounding area, offering a level of resistance to impact and vandalism, as well as having an established, clear and accepted method of access and maintenance regimes.

West Terrace

The lighting proposal for the new West Terrace public realm responds to the club's brief whilst maintaining the key views out to the west. The lighting proposal consists of highlighting the west facade and keeping the overall lighting consistent with the east and south facades. Low level integrated handrail lighting assists with wayfinding and orientation. The lighting design emphasises the central opening in the stepped terrace, which marks the player's drop off, with recessed integrated linear grazing around the opening walls.

During the hours of darkness the interior lighting emphasises the glazed portal of the central core of the western facade, whilst the covered west terrace consists of surface linear lighting mounted below the structural beams for general circulation and wayfinding.

The lighting to the west terrace is characterised by:

- 12m tall columns in the west plaza providing general circulation lighting
- Integrated handrail lighting to steps
- Recessed wallwash in grounds to up light facade

- Low level integrated floor grazers to define the terrace perimeter edge.
- Low level integrated lighting to stepped seating

South Corners

The large brick portal structures which acted as wind mitigation to the south corners in the scheme submitted in December 2019 has been replaced with a small grove of trees allowing the lighting design to seamlessly integrate 8m lighting columns between the tree locations. This allows the lighting to become less of a focal point within these areas whilst providing the general circulation lighting levels required for match days and non-match days.

West Quay

The lighting proposal to the west quay where the substation has been relocated along with the Outside Broadcast (OB) compound and the omission of the covered canopy has allowed the lighting design to be simplified via columns to illuminate the car park and circulation routes whilst minimising quantity in order to retain the views across the water from the west terrace.

Naming Rights

Naming right locations have been identified to highlight the signage at night around the buildings facade through integrated lighting. Illuminated signage lighting proposal will be developed during the next stage of works.

Related sections in the submitted Design & Access Statement:

13.1



External lighting on Match Days



External lighting on non-event nights

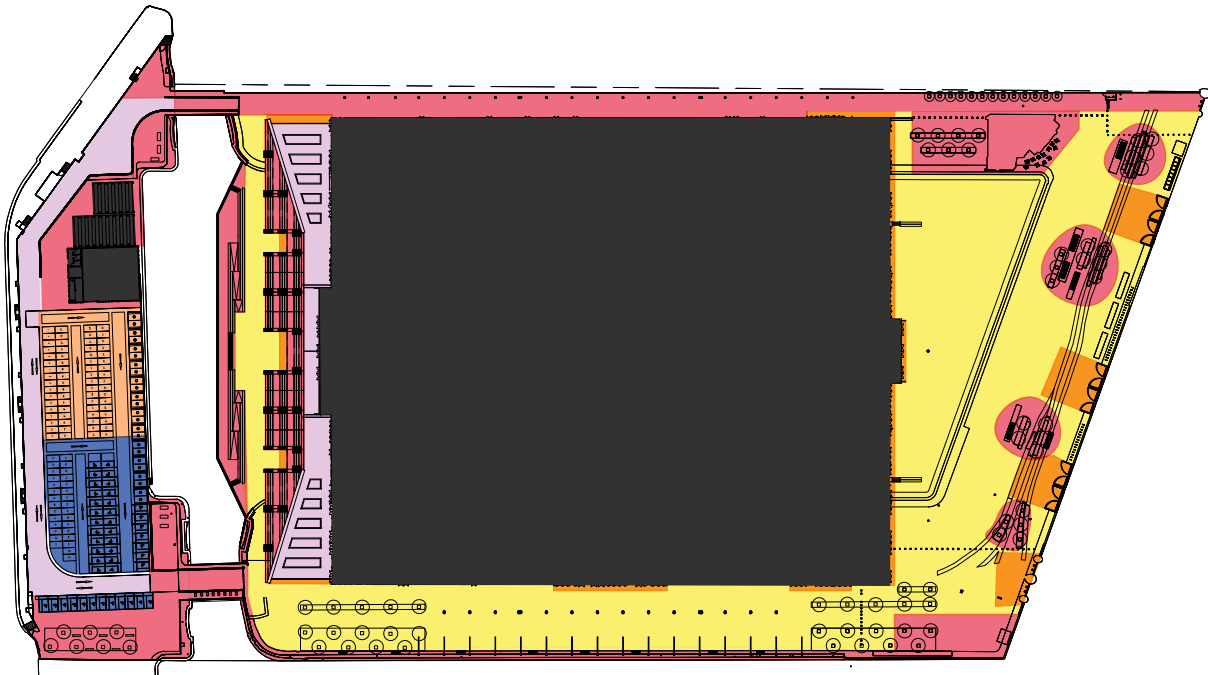




Event night site intensity:

General lighting across the whole public realm will be raised within recommended levels to aid with security, safety, legibility, and wayfinding.

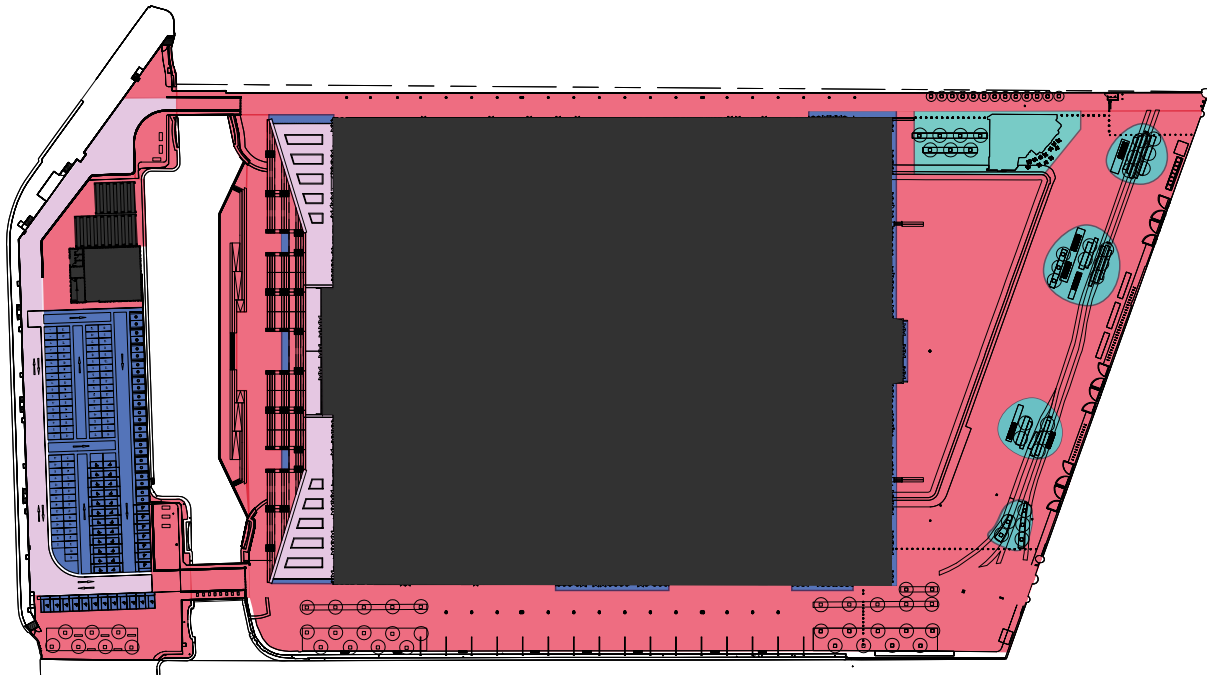
- 50 lux average (access and security highlight)
- 30 lux average (general open spaces)
- 15 lux average (dwelling areas, restricted-use vehicle roads and water edge)
- 20 lux average (open car park)
- 5 lux average (vehicle route and west podium)
- 40 lux average (OB Compound)



Non-event night site intensity:

General lighting intensity across the whole public realm will be kept within minimum recommended and required levels to provide a welcoming and safe environment during the nights in which there are no events.

- 20 lux average (stadium edge, open car parks, bridges)
- 15 lux average (general open spaces)
- 10 lux average (dwelling areas and water edge)
- 5 lux average (vehicle route and west podium)



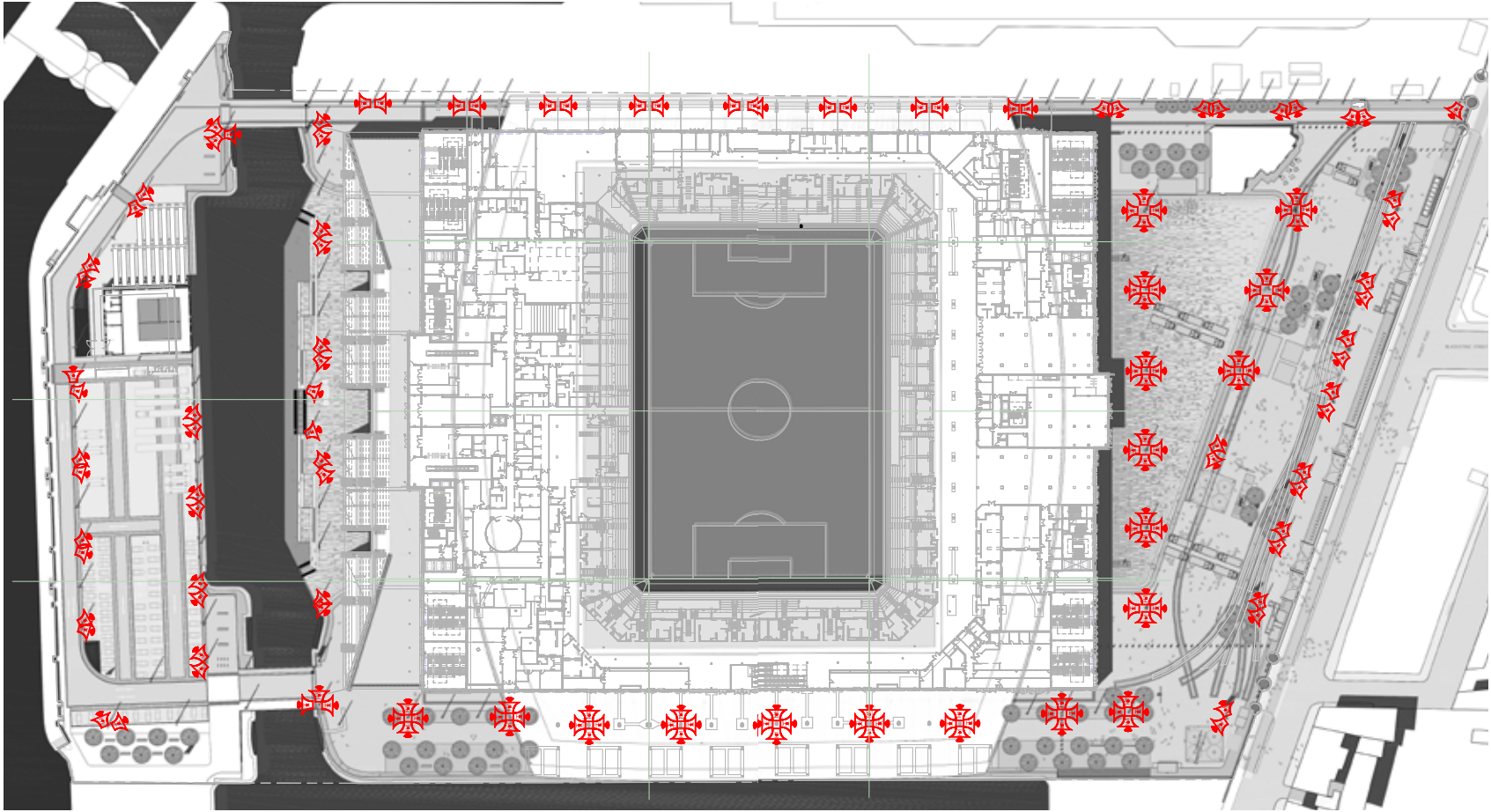
Related sections in the submitted
Design & Access Statement:
13.2

8.2 STADIUM ACOUSTICS

Noise spill from the stadium via the roof opening is mitigated by installing highly directional line-array loudspeakers. The line arrays are designed to direct sound energy upon the crowd for increased speech intelligibility while minimising noise spill through the roof opening. The shape of the bowl is designed to contain crowd noise within the bowl (as much as practicably possible) to maximise the acoustic atmosphere.

It should be noted that the sound level of the loudspeakers are such that speech transmissions are capable of being audible when there is a high degree of ambient noise generated by the crowd. These requirements are based upon the speech intelligibility requirements for emergency purposes (voice alarm).

Mitigation measures are also adopted to reduce noise emissions from fixed plants and equipment. These measures are in the form of locating all fixed mechanical plants away from noise-sensitive adjacencies, a careful selection of quieter equipment and the use of screening/barriers where necessary.



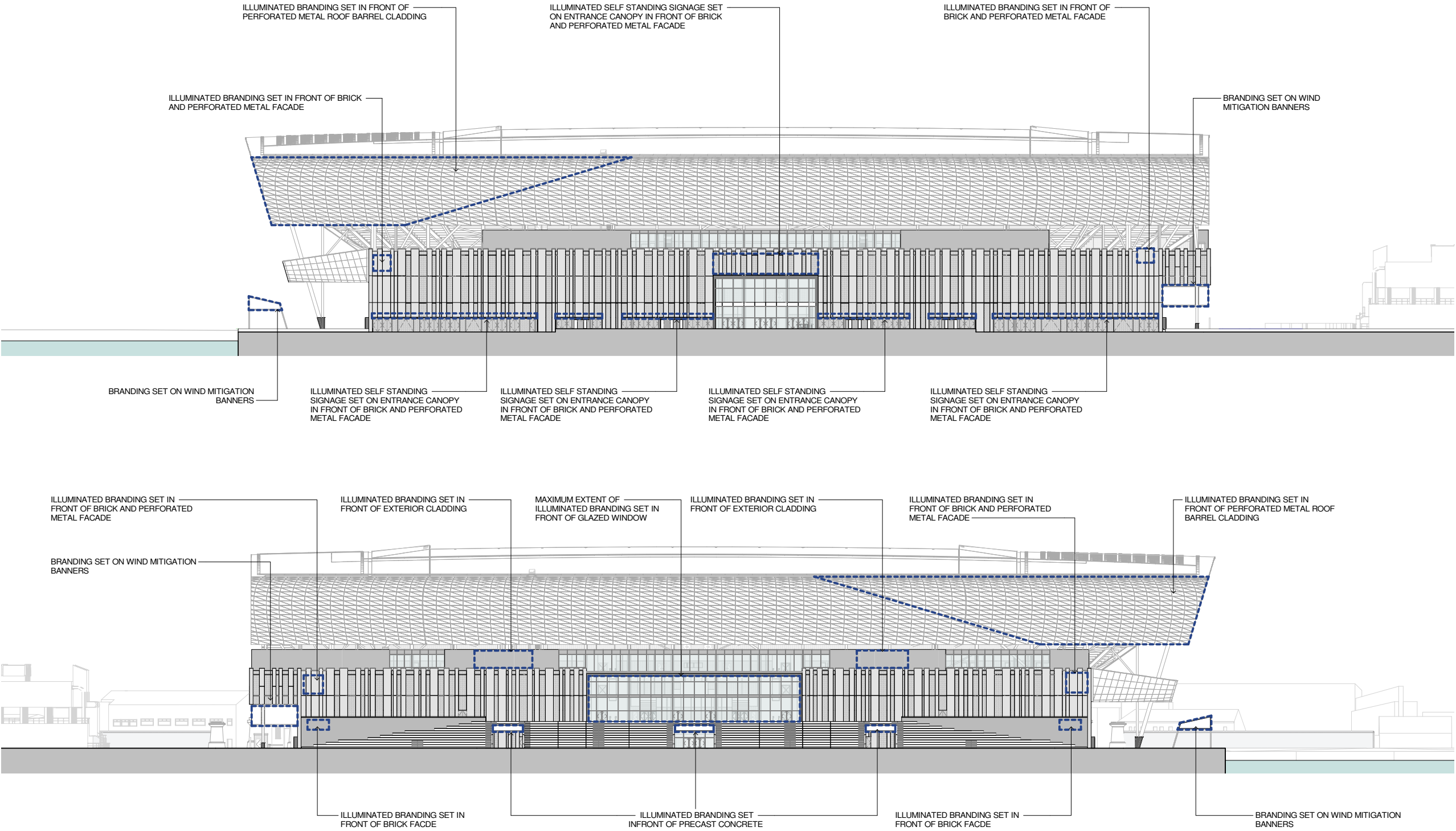
Loudspeaker Location Plans

Related sections in the submitted Design & Access Statement:

13.3

8.3 SIGNAGE ZONES

Zones for signage, including illuminated signage, have been identified on the signage elevation drawings included with this planning addendum. The strategy is largely unchanged from the scheme submitted in December 2019, although some new areas of signage have been proposed, such as over the west portal glazing. The use of signage in this area acts as a mitigation element to reduce the risk of bird strike, as per the north and south roof windows. The following pages show the building elevations and proposed signage zones:



Related sections in the submitted Design & Access Statement:

13.4