



The People's Project

Bramley-Moore Dock
Design & Access Statement
December 2019

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1.0

Introduction

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1.1 Document Overview

This Design and Access Statement has been prepared for Everton Stadium Development Limited (ESDL), hereafter referred to as ‘Everton’ or ‘The Club’, in support of a full planning application for the development of a stadium and associated facilities at Bramley-Moore Dock (BMD).

Bramley-Moore Dock is situated within the Liverpool Maritime Mercantile City, UNESCO World Heritage Site (WHS) and the Stanley Dock Conservation Area (SDCA). The site also contains several Grade II listed structures.

This document provides detailed information and visualisations regarding the design and operations of the project, components of which include areas of public realm, heritage artefacts and listed structures, and a new 52,888- seat stadium (with associated facilities and infrastructure) for Everton.

Additionally, this document also sets out the processes by which public consultations, inputs from stakeholders, briefs issued to the design team by Everton, and site opportunities and constraints have informed the design response.

The Design and Access Statement should be read alongside the detailed planning application documents. Supporting documents and Everton’s policies from which this document draws are outlined herein.

All plans, visualisations and internal layouts in the document are illustrative and reference should be made to the separate application drawings (existing and proposed) submitted as part of this application, where appropriate.

1.2 Project Team

Applicant & Client to the Project Team:
Everton Stadium Development Limited
7th Floor
Royal Liver Building
Pier Head, Liverpool Waterfront
Liverpool, L3 1HU [UK]

Architect:
Meis Architects
1140 Broadway, Suite 301
New York, NY 10001 [USA]

Technical Architect:
Pattern Design
222 Gray’s Inn Road
London, WC1X 8HB [UK]

Landscape Architect:
Planit-ie
2 Back Grafton St.
Altrincham, Cheshire, WA14 1DY [UK]

Engineering (multidisciplinary):
BuroHappold Engineering
Camden Mill, 230 Lower Bristol Road
Bath, BA2 3DQ [UK]

Transportation Consultant:
Mott MacDonald
Royal Liver Building, Ground Floor
Pier Head, Liverpool, L3 1JH [UK]

Quantity Surveyor:
Rider Levett Bucknall
60 New Broad Street
London, EC2m 1JJ [UK]

Project Management:
Gardiner & Theobald
Merchant Exchange, 17-19 Whitworth Street West
Manchester, M1 5WG [UK]

Planning & EIA:
CBRE
10th Floor
One St. Peters Square
Manchester, M2 3DE [UK]

Heritage Consultant:
KM Heritage
72 Pymer’s Mead
London, SE21 8NJ [UK]

Environmental Consultant:
WYG
3 Sovereign Square
Sovereign Street
Leeds, LS1 4ER [UK]

Archaeology:
Oxford Archaeology North
Mill 3, Moor Lane Mills
Lancaster, LA1 1QD [UK]

Daylight and Sunlight:
Anstey Horne
3 Temple Row West
Birmingham, B2 5NY [UK]

Wind Effects:
RWDI
Unit 1 Tilers Road
Milton Keynes
Buckinghamshire, MK11 3LH [UK]

1.3 Project Vision

The proposed redevelopment of Bramley-Moore Dock seeks not only to establish a new, modern ground for Everton, but also to enhance the public realm, open up public access to the World Heritage Site and to contribute to the wider economic regeneration of the Liverpool North Docks area.

The construction of a new stadium is necessary for the Club to offer a compliant, inclusive matchday experience for fans and players beyond what is feasible at Goodison Park. Commercially, a new stadium is critical for the Club to achieve its competitive goals of competing for honours at the highest levels of English and European football competitions. The Club's current ground, Goodison Park, is venerable but ageing, and constrained from capacity expansion by a densely developed residential area.

The Club are committed to remaining within North Liverpool. A legacy development planned for the current site of Goodison Park will expand the Club's outreach capabilities through its charitable arm, Everton in the Community (EITC). At Bramley-Moore Dock, the new stadium development will be an economic catalyst for the North Docks area, together with the approved Liverpool Waters development to the South.

Preservation and celebration of the existing heritage assets at Bramley-Moore Dock are fundamental to design considerations for the new stadium and public realm areas. The development proposes to preserve the Grade II listed dock wall structures, create new openings in the Grade II listed Regent Road wall (which defines the east edge of the site) in a sympathetic manner and retain as much of the original granite setts and heritage artefacts in the ground as possible. In addition, the project includes a commitment to making safe the Grade II listed Hydraulic Engine House, one of the first of its kind when constructed in 1883 and bringing it back into use for the public as an exhibition/cultural centre.

The stadium is conceived as a visual icon for the North Docks area, the anchoring element within a historic context made accessible to the public. The stadium is positioned to frame a large entry plaza to the east, and to be accessible from all sides of the site. The masterplan design also creates a water channel between the Sandon Half-Tide and Nelson Docks, preserving the historical feature of dock connectivity.

The site will remain open to the public on days when the stadium is not in use on a match day. This is a key part of the project vision as the site is currently inaccessible to the public. The restored Hydraulic Engine House, stadium box office, restaurant, public realm, and stadium retail shop, all of which are accessible directly from the east entry plaza, will be publicly accessible on non-event days. The opening up of the site year round will allow the continuation

of the river walk from the Liverpool Waters Development to the south, through Bramley-Moore Dock, terminating at the Hydraulic Engine House.

In addition to Everton Football Club home fixtures, the stadium will be able to host concerts and other sporting events, contributing to activation of the site year-round.



Figure 1.3.1: Goodison Park as existing, with tightly constrained footprint and surrounding residential development

1.4 Supporting Documents

This Design and Access Statement represents information derived from various supporting documents, submitted together with this Statement to provide complete technical information of the project.

The application includes the following documents:

- Application Form and Certificate
- Application Covering Letter
- Planning Statement
- Alternative Sites Assessment
- Full suite of planning application drawings/plans
- Statement of Community Engagement
- Section 106 Draft Heads of Terms
- Utilities Statement
- Outline Construction Environmental Management Plan
- Construction Method Statement
- Operational Waste Management Strategy
- Construction Waste Management Strategy
- Sustainability & Energy Statement
- Dock Infill Method Statement
- Artefact Appraisal
- Heritage Asset Schedule
- Regent Road Dock Wall Survey
- Dock Wall Survey
- Social & Heritage Value
- Social Value
- Environmental Statement, including Technical Appendices and Non-Technical Summary

1.5 Document Structure

This Design and Access Statement summarises the analytical and design processes to date with regard to the proposal for a new stadium at Bramley-Moore Dock.

The Sections following this one are organised as follows:

2.0: Project Brief explains the Club's current stadium infrastructure as it relates to the Club's ambitions, and outlines the Club's requirements for a new stadium.

3.0: Application Site & Surroundings details the history of the Northern Docks area and BMD, and includes topographic survey information as well as a summary of constraints and opportunities of the site for the new stadium.

4.0: Design Policy and Guidance describes the statutory and regulatory policies and documentation that have guided the project, including considerations for key aspects of the stadium.

5.0: Consultation outlines the various meetings with external parties, including Historic England, Liverpool City Council, other statutory consultees, and the public, and summarises key inputs from these consultations into the design process.

6.0: Design Evolution illustrates the holistic design process to date, including previous concept design predating the selection of BMD and the development of the design in the context of BMD.

7.0: Layout / Bowl Configuration details the stadium's general configuration and the bowl's accommodation for the different supporter groups, including the floor proposed layouts, stadium components and programme.

8.0: Scale & Massing identifies the stadium and car park's proposed volume and heights, illustrating surrounding buildings and typologies as well.

9.0: Appearance / Materiality documents the different design iterations studied for the envelope of the building, including stadium elevations and sections.

10.0: Engineering Approach to Heritage identifies the historical value of the site and how it has informed the proposed design of the stadium and its surroundings.

11.0 Access and Egress explains the wider transport connectivity of the site, as well as site circulation through the different scenarios (event and non-event days).

12.0: Public Realm documents the design of public areas around the stadium, including approach to heritage elements and operation of the site for both match day and non-match day use.

13.0 Lighting, Acoustics & Signage identifies the lighting, acoustics and signage strategies both for the stadium and the site.

14.0 Inclusive Design outlines the accessibility strategy followed to provide supporters and visitors a fully inclusive experience on site.

15.0 Sustainability explains the bespoke sustainable energy strategy developed for the project, tailored to both the Club's aspirations and the context of BMD.

16.0 Conclusion draws together the content of this statement and identifies the key points.

1.6 Glossary

This document makes use of the following acronyms

ASA: Alternative Sites Assessment
 ASG: Accesible Stadia Guide
 ASHP: Air Source Heat Pump
 ASSG: Accesible Stadia Supplementary Guide

BC: Building Control
 BMD: Bramley-Moore Dock
 BOH: Back Of House

CBR: California Baring Ratio
 CFD: Computational Fluid Dynamics
 CHP: Combined Heat & Power
 CPTED: Crime Prevention Through Environmental Design

DAS: Design & Access Statement
 DBT: Design Based Threats
 DOCO: Design Out Crime Officer

EitC: Everton In The Community
 EPL: English Premier League
 ES: Environmental Statement
 ESDL: Everton Stadium Development Limited

F&B: Food & Beverage
 FA: Football Association
 FFL: Finished Floor Level
 FOH: Front Of House

GA: General Admission
 GG: Green Guide
 GIFA: Gross Internal Floor Area
 GP: Goodison Park
 GPLP: Goodison Park Legacy Project
 GSHP: Ground Source Heat Pump

HE: Historic England
 HVAC: Heating, Ventilation and Air Conditioning

HVM: Hostile Vehicle Mitigation

KEIOC: Keep Everton In Our City
 KPI: Key Performance Indicator

LCC: Liverpool City Council
 LMMC: Liverpool Maritime Mercantile City
 LMMCSMP: Liverpool Maritime Mercantile City Site Management Plan
 LW: Liverpool Waters
 LWHIA: Liverpool Waters Heritage Impact Assesment

mAOD: Metres Above Ordnance Datum
 MEP: Mechanical, Electrical & Plumbing
 MSCP: Multi Storey Car Park

NPPF: National Planning Policy Framework

OB: Outside Broadcasting
 OBC: Outside Broadcasting Compound
 OUV: Outstanding Universal Value

PPG: Planning Practice Guidance

RHI: Renewable Heat Incentive

SBD: Secured By Design
 SCR: Security Control Room
 SDCA: Stanley Dock Conservation Area
 SGSA: Sports Grounds Safety Authority
 SKDP: Statement of Key Development Principles
 SHS: Steelsquare Hollow Section
 SPD: Supplementary Planning Document
 SRF: Strategic Regeneration Framework
 SRN: Strategic Road Network

TBD: To be determined

UDP: Unitary Development Plan
 UEFA: Union of European Football Associations

UNESCO: United Nations Educational, Scientific and Cultural Organization

VACP: Vehicle Access Control Point
 WHS: World Heritage Site
 WSHP: Water Source Heat Pump
 WTMD: Walk Through Metal Detectors

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2.0

Project Brief

- 2.1 Rationale for Development
- 2.2 Limitations of Goodison Park
 - 2.2.1 Goodison Park Expansion Study
- 2.3 Site Identification
- 2.4 Club Brief
- 2.5 Club's Principles of Development
- 2.6 Goodison Park Legacy Development

2.1 Rationale for Development

Everton were one of twelve founding members of the Football League in 1888. In addition to being one of the most successful English clubs, having won the League Championship nine times, among other trophies, Everton have spent the most number of years competing in the top division.

With the inception of the Premier League in the 1992/1993 season, match day revenues and reinvestment in stadium infrastructure had declined for Everton relative to other peer clubs. This disparity in turn has been reflected in the relative success of Everton on the pitch. A stadium capacity increase, together with expanded amenity spaces and the ability for elements of the stadium to operate commercially on non-match days, are vital to create a competitive financial platform for the Club.

Redevelopment on site, including expansion of the seating bowl and corresponding expansion of concourses and amenities to accommodate any additional capacity within modern safety standards, is not practicable due to land ownership constraints and proximity to existing housing. Further, any expansion of the current plot in which Goodison sits would require relocation of roads and acquisition of residential and civic properties, materially impacting the local community and resulting in a new building for which the same inherent site circulation and area constraints remain.

A site search has shown there are no suitable alternative locations within the Club's catchment area, with Bramley-Moore Dock identified as the only site that meets the Club's criteria for a new stadium. The current capacity of Goodison Park is 39,572 seats, making it the 12th-largest league stadium in England (10th largest of current Premier League Clubs, 2019/20 season). The capacity of the new stadium at Bramley-Moore Dock, at 52,888, would place it 8th of stadiums in England, and 7th of current Premier League Clubs.

As a benefit to the Public Realm, and the public's experience of the historic environment, Bramley-Moore Dock will be made publicly accessible on a year-round basis, including non-match days with heritage elements on site will be repaired and restored for posterity.

Moving to Bramley-Moore Dock also provides the opportunity to redevelop a legacy project at Goodison Park, including an expanded outreach facility for the Club's charitable arm, Everton in the Community (EitC); housing; offices; retail and leisure space; open space and community uses, such as healthcare and education. The proposals for Goodison Park are subject to a separate outline planning application by the Club. Whilst the Goodison Park Legacy Project (GPLP) can only be realised after the Club moves, both schemes when viewed together deliver significant physical, economic and social benefits.



Figure 2.1.1: Image of Goodison Park showing cramped concourses and bar conditions



Figure 2.1.2: Image of Goodison Park showing limited back of house catering space

2.2 Limitations of Goodison Park

Still the current home of Everton, Goodison Park opened in 1892. Highlights of Goodison Park's history include being the first purpose-built football stadium in England, hosting a then-record attendance of 78,299 for a Merseyside Derby in 1948, and also hosting a semi-final match in the 1966 World Cup.

Following changes to stadia safety legislation in the 1990s, and due to general ageing of the facility, Goodison Park has fallen behind the standards of modern comparable facilities in terms of accessibility, fan experience, and commercial viability. Goodison's current facilities require significant maintenance costs to remain fit for purpose, a condition exacerbated by existing site and infrastructure constraints that limit the scope of potential redevelopment to modern standards.

The overall capacity of the Goodison's seating bowl is subject to downward pressure as a result of ongoing efforts to improve and expand the accessible seating provision as set out in the Accessible Stadia Guide (ASG) published in 2003, and then updated in 2015 with the publication of the Accessible Stadia Supplementary Guidance (ASSG). In that same year the English Premier League (EPL) committed to implementing these by the beginning of the 2017/18 season. Per ASG guidance, wheelchair viewing positions should be provided at Goodison, with 75% of those positions located in elevated positions and within 40 metres of accessible toilet facilities. By 2017, Goodison provided 121 wheelchair seats meeting ASG criteria, with existing bowl and structural constraints making additional seats increasingly difficult to add.

Approximately 53% of the stadium capacity - over 21,000 seats - have an obstructed view of the pitch, most commonly in the form of structural posts supporting a tier or roof above. Of these, over 3,000 seats (more than 8% of the total stadium capacity) have an obstructed view of the goal area. Seating terrace tread depths and seat spacing dimensions are generally narrow, and seats themselves are of lower quality in comparison to those of modern standards.

General Admission (GA) facilities are also poor quality, with narrow concourses resulting in circulation issues in large crowds and restricting access to toilet facilities and retail (food and drink) areas.

Corporate hospitality facilities are insufficient to meet current demand, both in the quantity of seats and quality of accompanying facilities. In particular, Goodison features a shortage in the number of executive boxes and dedicated amenity areas. In comparison to the executive and corporate seating offer at competing clubs' stadia, the lack of an equivalent hospitality offer at Goodison, together with an inability to expand this offer due to bowl constraints, represents a lost revenue opportunity that could threaten the long-term viability and competitiveness of the Club.

The media facilities at Goodison, including gantry, camera positions, commentary positions, press box, television studio, and interview areas, are below the current specifications of EPL and UEFA and constrained from expansion. As the most-watched sports league in the world, the Premier League offers unique commercial opportunity to its clubs by way of its broadcast reach, as well as exposure by association to the communities in which those clubs are based. Broadcast revenues are shared amongst clubs through a system in which equal sharing is supplemented by weighted 'merit payments' based on league position, and 'facility fees' based on the number of a club's matches chosen for live broadcast at the discretion of rights holders. In this context, clubs are incentivised to provide state of the art stadium broadcast facilities, in addition to fielding competitive squads, to grow their commercial profiles and promote their respective home cities across the globe.



Figure 2.2.1: Goodison Park existing conditions

2.2.1 Goodison Park Expansion Study

The capacity of Goodison continues to grow at a lesser rate compared to the capacity of other peer clubs (refer to the Capacity Comparison Chart). From 1996/1997 to 2007/2008, over 130,000 additional seats were added to Premier League stadia, an aggregate increase in capacity of 23%. By contrast, the capacity of Goodison Park during this period increased only 2%, from 36,186 to 36,955. With a current capacity of 39,572, Goodison Park falls approximately 20% - over 10,000 seats - short of current demand, based on market analysis.

Previous studies to increase the capacity of Goodison Park in recent years considered options to expand the existing Park and Bullens Road Stands. At the Park Stand, the addition of a second cantilevered tier would increase capacity by approximately 7,000. However, this location behind the goal, is not desirable for premium seats. At the Bullens Road Stand, an extension of the existing upper tier would increase capacity by approximately 3,000 seats, of which 500 could be premium seats. This option would require the stadium footprint to be expanded, including the loss of at least 12 houses and potential relocation of the adjacent Bullens Road. The Park Stand expansion would be behind the goal which is not desirable for hospitality areas. Importantly, these studies targeted the capacity increase but would not resolve the deficiencies of the rest of the stadium as outlined in Section 2.2

In addition to the loss of revenue and operational impact to the Club from playing at Goodison during a partial or phased redevelopment, or from having to relocate matches for a minimum of two seasons during a full redevelopment, any expansion of existing seating tiers would not address critical shortcomings to existing stadium infrastructure or site access. Within the stadium, these shortcomings include poor sightlines, narrow concourses, inadequate accessible accommodation, lack of integrated technology and communication systems, and general aging of facilities; surrounding the stadium, these shortcomings include lack of open space for crowd marshalling and restricted circulation around the site. An expansion to either the Park Stand or Bullens Road Stand would not address these significant constraints.

Whilst the Club has not taken the decision to relocate lightly, a redeveloped Goodison Park would not provide the Club with holistic infrastructure improvements required to support the Club's ambitions on and off the pitch, and would not represent an improvement on the Club's proposal for a new stadium at BMD. A current site assessment process to find a site for a new stadium would not identify Goodison Park (even as an enlarged footprint) due to the size constraints.

STADIUM	CLUB	PREVIOUS CAPACITY at previous stadium/last renovation	CURRENT CAPACITY
Old Trafford [1909]	Manchester United F.C.	~66,800 <i>prior to last renovation [2006]</i>	74,879
London Stadium [2008]	West Ham United F.C.	35,016 <i>at closure at Boleyn Ground [2016]</i>	66,000 <i>at New Stadium since 2016</i>
New White Hart Lane [2019]	Tottenham Hotspur F.C.	36,284 <i>at closure at White Hart Lane [2107]</i>	62,062 <i>at New Stadium since 2019</i>
Emirates Stadium [2006]	Arsenal F.C.	38,419 <i>at closure at Highbury Park [2006]</i>	60,704 <i>at New Stadium since 2006</i>
Etihad Stadium [2003]	Manchester City F.C.	35,150 <i>at closure at Maine Road [2003]</i> 47,400 <i>prior to last renovation [2015]</i>	55,097 <i>at New Stadium since 2003</i>
Anfield [1884]	Liverpool F.C.	~45,000 <i>prior to last renovation [2016]</i>	54,074 <i>currently at Anfield [2019]</i> 61,000 (targeted) <i>with the Anfield Road redevelopment</i>
New Stamford Bridge [target 2023]	Chelsea F.C.	40,834 <i>last renovation at Stamford Bridge [1998]</i>	40,834 <i>currently at Stamford Bridge [2019]</i> 60,000 (targeted) <i>at New Stadium by 2023</i>
Bramley-Moore Dock [target 2023]	Everton F.C.	~34,000 <i>last renovation at Goodison Park [1994]</i>	39,572 <i>currently at Goodison Park [2019]</i> 52,888 (targeted) <i>at New Stadium by 2023</i>

Figure 2.2.2: Capacity Comparison Chart of EPL stadiums

The above Capacity Comparison Chart outlines how other EPL peer clubs have expanded in the last few years or are in the process of expanding their capacity substantially in the near future.

Only major capacity renovations have been accounted for in the above chart.

2.3 Site Identification

The Club has been seeking an alternative site for a new football stadium for more than 20 years. This is due to the challenges associated with redeveloping and regenerating Goodison Park.

The following summarises the previous opportunities to move to a new stadium site:

Kings Dock (1999 – 2003): Proposal was not progressed due to issues with funding and the site is now home, in part, to the M&S Arena. The site would have delivered an iconic waterfront location within the city centre.

Kirkby, Knowsley (2006 – 2009): The Club (in partnership with Tesco Stores Ltd) submitted a hybrid planning application for a 50,000 capacity football stadium, along with required enabling retail development in early 2008. Despite a resolution to approve the application by Knowsley Council, the scheme was Called-In by the then Secretary of State and refused in late 2009, primarily on retail planning grounds. The scheme was met with significant opposition from the Club's fan base, including the group Keep Everton In Our City (KEIOC), as the site was in the metropolitan borough of Knowsley and therefore outside the city of Liverpool.

Walton Hall Park (2014 – 2016): This site was explored by the Club but did not progress beyond initial feasibility work/stadium concepts. The proposals would have required significant retail enabling development. Initial proposals generated significant opposition to the development of the City Park and a key area of green space within North Liverpool, including a number of opposition groups such as the Friends of Walton Hall Park.

Based on the experiences summarised above, the Club has refined its search criteria and now has a clear mandate to seek to identify a site which retains Everton within the City of Liverpool and in a location which has strong physical and cultural connections to its existing spiritual home of Goodison Park, in North Liverpool.

The Club has since selected BMD as the location of its new stadium. The Alternative Sites Assessment (ASA), which accompanies this application, details the site assessment criteria which the Club has adopted, including the catchment which has been used from which to identify alternative sites. Each site has been assessed in terms of its planning policy, statutory designations, strategic and regeneration context, planning history and development context, potential for environmental impact, accessibility, socio-demographics and fit with Everton requirements. For each site, a conclusion has been drawn as to whether the site is considered a feasible, practical and realistic proposition for a new stadium and whether it has reasonable prospects of obtaining planning permission.

Fifty sites were assessed. The assessment concludes that there is no alternative site to the BMD site which meets the Club's criteria.

2.4 Club Brief

The current project brief, which sets out the Club's eleven 'Principles of Design' for the project, was issued in February 2018, and represents an evolution of two previous project briefs issued by the Club during the period of engagement with MEIS Architects (refer to Section 6.1 for a detail of the brief evolution). In addition to high-level guidance provided by the Principles, the current brief outlines technical and performative requirements of the new stadium.

The stadium is conceived as a state-of-the-art, football-first venue, with seating accommodation and sightlines tailored to the dimensions of a standard football pitch and to the experience of attending a match. The target seating capacity threshold is minimum 52,000.

A monumental Home End stand is to be a distinguishing feature of the bowl design.

The accessibility of the open areas around the stadium is key to the project, as this part of the World Heritage Site is currently inaccessible to the public.

2.5 Club's Principles of Development

The Club have outlined eleven 'Principles of Development' for the new stadium development for the Bramley-Moore Dock site in the current project brief. These Principles reflect the Club's values and aspirations as a community institution, and in keeping with the Club's spirit of inclusivity, these Principles were shared with the public and stakeholders during the consultation process during 2017 - 2018.

In addition to the requirement for the proposed stadium to provide the highest level of match day facilities for players, staff, and fans, as well as to provide a commercial platform for the Club to achieve its ambitions in an increasingly competitive landscape, the Principles of Development also reaffirmed the Club's commitment to the surrounding community.

From helping spur economic and social regeneration of the area, to the opening up of a new area to the Public in which heritage maritime assets are preserved and celebrated, the Club endeavors to create a site that is open to all visitors year-round and contributes to the unique character of Liverpool.

The Principles of Development include:

Principle 1: Our Fortress

Our stadium will be a great place to play football. We will prioritise all football-related facilities and ensure all aspects of on-field performance are at the forefront of our plans. Creating and harnessing an atmospheric, intense and passionate environment will optimise our results. Our design will ensure that the benefit of home advantage is maximised. Just as the Gwladys Street has famously done in the past, the support from the home end will 'suck the ball into the net.' Our new stadium will be our footballing fortress.

Principle 2: A New Home For Everton

Our new stadium will become our home. Our fans will play a key role in the design and configuration of the new stadium. We will create an environment surrounding the stadium where fans will enjoy congregating and socialising - and an environment inside the stadium that will capture and amplify the intensity and intimacy of Goodison Park.

Principle 3: A Platform For Growth

The new stadium will provide increased capacity, modern and innovative premium seating options, exciting opportunities for our partners and globally showcase our naming rights partner from our unique location. We will create an environment that will encourage repeat visits from our broadcast partners. All of the above will enhance the profitability of the Club and eliminate the financial constraints of Goodison Park.

Principle 4: The People's Club

Our commitment to affordable ticket pricing will ensure our stadium is accessible to the widest of audiences. Our state-of-the-art facilities will encourage regular visits from all fans irrespective of age or ability. We will endeavour to make the stadium available for use all year round - not just on matchdays. A new 'living and breathing' community will develop adjacent to Bramley-Moore Dock. We will forge partnerships with local businesses and ensure our new home captures the spirit of our great City.

Principle 5: An Iconic Landmark for Liverpool

We will develop an iconic stadium at Bramley-Moore Dock. A venue that will sit proudly on our world-famous city skyline; a venue that will complement our City's rich and envied heritage.

Principle 6: Easy To Get To, Easy To Get Home

Bramley-Moore Dock sits within the historic Liverpool waterfront and close to Goodison Park. Our new home will be easily accessible by road, rail and public transport links.

Principle 7: A Legacy For Goodison Park

We will create a unique and innovative legacy for the Goodison Park site, providing sustainability for businesses and residents for generations to come.

Principle 8: Respecting Heritage

We will respect our maritime heritage, capture the features and essence of our new neighborhood and restore, and make features of, key structures on the site.

Principle 9: Harnessing The Environment

Our aim is to be environmentally efficient in both design and construction and environmentally friendly and sustainable in operation.

Principle 10: Embracing Technology

Our new stadium will provide cutting-edge technology to support matchday entertainment. We will embrace existing and emerging digital solutions. Inside the stadium, high-quality audio-visual systems will form a key part of the matchday experience.

Principle 11: The Right Deal For Liverpool

The stadium development will help kick-start economic regeneration, bringing jobs to the area and acting as a catalyst for further investment. The development presents a much-needed regeneration opportunity for North Liverpool.

2.6 Goodison Park Legacy Development

The development of a new stadium at BMD represents one of the two strands of The People's Project. The second part is the demolition of the existing Goodison Park stadium and redevelopment of the site for a mixed use development, including housing, commercial space, community/leisure use and open space, referred to as the 'Goodison Park Legacy Project' (GPLP). The GPLP is not part of the BMD Stadium application and will be pursued separately.

The application for the GPLP is in outline, with all matters reserved for future determination. Therefore, the application seeks permission for the principle of the development only, alongside maximum parameters for the built form. The GPLP will be delivered across a number of phases. Detailed applications (Reserved Matters) will be required for each phase as it develops.

The GPLP aims to provide a range of uses for the local community and build upon the existing housing provision in the area to create a mix of unit types, tenures and size, thereby increasing choice in the housing market.

The provision of office space on the site seeks to provide additional accommodation for the use of Everton in the Community (EitC) staff. The current EitC campus is centred around Goodison Park and the redevelopment of the stadium site allows the growth of the charity and the development of dedicated office space, close to the existing EitC facilities.

The illustrative masterplan submitted in support of this application seeks to retain a representation of the pitch through the development of a central area of open space, surrounded by new development which reflects the position of the existing stands. The area of open space will be publicly available, ensuring that people will still be able to play football at Goodison Park in the future.



Figure 2.6.1: Illustrative Masterplan of what the Goodison Park legacy Project could look like - [source: Condry Lofthouse Architects]

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BRAMLEY-MOORE

DOCK.

1848.

3.0

Application Site & Surroundings

3.1 Site Application Boundary

- 3.1.1 Current Access
- 3.1.2 Topography
- 3.1.3 Existing Structures / Buildings
- 3.1.4 Current / Previous Land Use
- 3.1.5 Surrounding Area
- 3.1.6 Wider Context

3.2 Site Constraints and Opportunities

3.3 History of Liverpool Docks

- 3.3.1 UNESCO World Heritage Site Status
- 3.3.2 Stanley Dock Conservation Area
- 3.3.3 Grade II Listed Buildings

3.4 History of Bramley-Moore Dock

3.5 Bramley-Moore Dock Heritage Elements

- 3.5.1 Hydraulic Engine House
- 3.5.2 Existing Heritage Surfacing
- 3.5.3 Site Artefacts
- 3.5.4 Dock Walls
- 3.5.5 Regent Road Wall

3.6 Liverpool Waters Context

- 3.6.1 Liverpool Waters - Northern Docks Context

3.1 Site Application Boundary

The site features a variety of boundary conditions; the Grade II listed Regent Road granite wall sets the eastern boundary of the site, with the site boundary line tracing the outside of the wall, including the turrets at the northeast and southeast corners. The top of the wall level is 11.26mAOD. Along the north, a metal fence sets the boundary line on the north quay to the edge of the dock wall, from which the boundary line continues across water to the west quay.

The existing River Mersey wall sets the western boundary of the site (crest level of 8.12mAOD), with the site boundary line tracing the inside of the River Mersey wall down the length of the west quay. The southern boundary of the site is set by the location of the dock wall facing Nelson Dock; the site boundary line runs along the outside face of the dock wall (water's edge), including across water where an existing isolation structure links the south quay to the west quay.

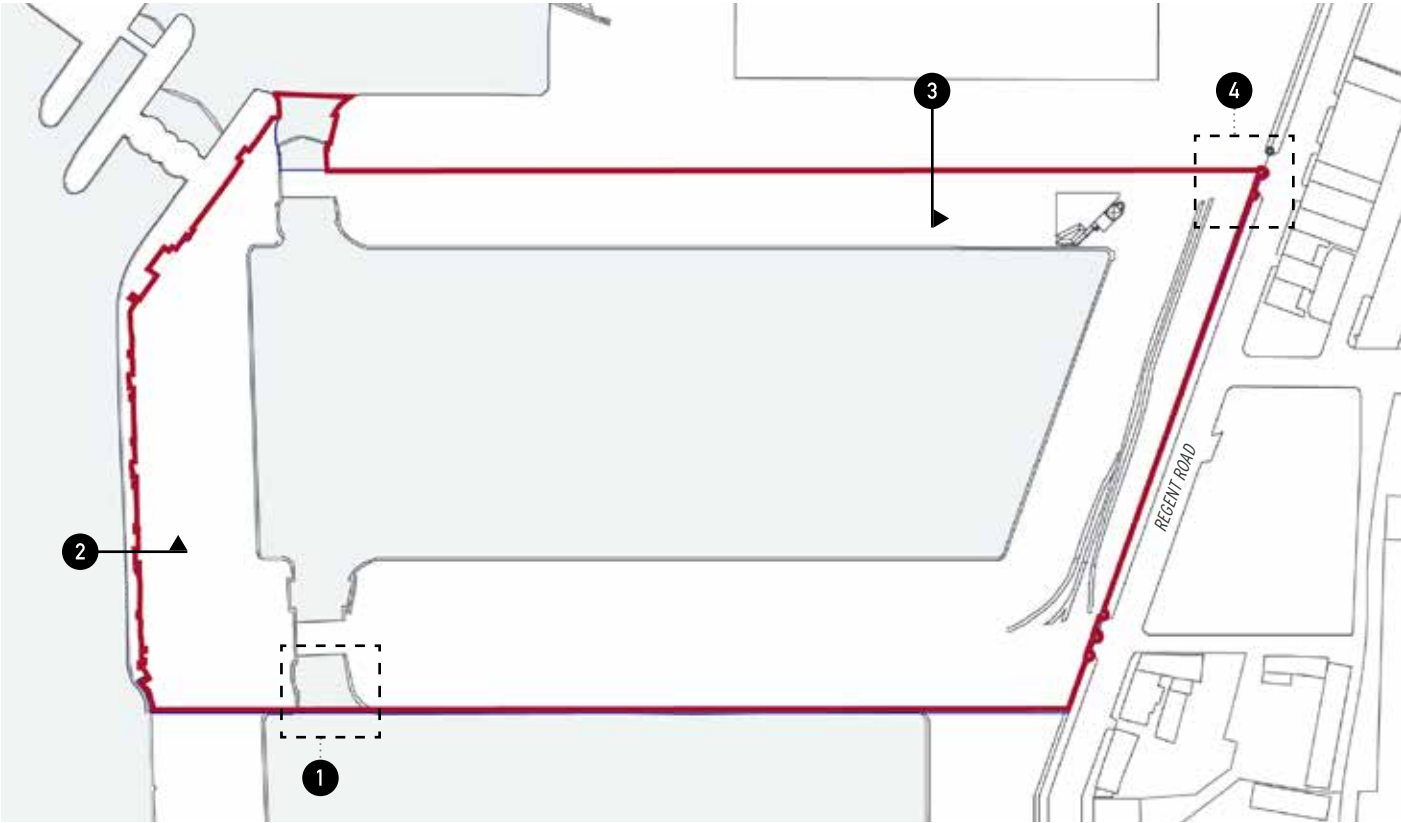


Figure 3.1.1: Site property boundary (red outline) and ownership boundary (blue outline)

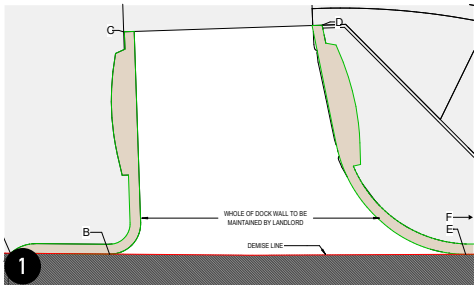


Figure 3.1.2: South boundary condition between south and west quays

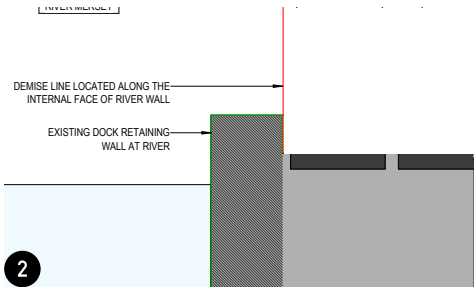


Figure 3.1.3: West boundary condition at River Mersey Wall

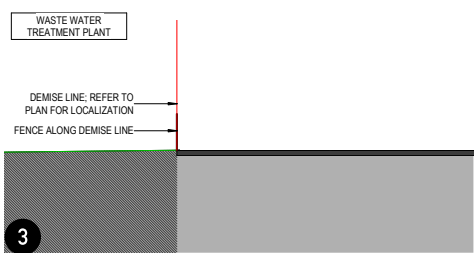


Figure 3.1.4: North boundary condition



Figure 3.1.5: Northeast boundary condition at Regent Road Wall



3.1.1 Current Access

The site is currently closed to the public. Existing sliding gate openings in Regent Road wall at the northeast and southeast corners of the site allow entry to authorised personnel on foot or in vehicles.

Pedestrian access to BMD from the south is currently closed, pending redevelopment of Nelson Dock as per the Liverpool Waters project.



Figure 3.1.6: Existing openings at Regent Road Wall at north-east of site (top) and south-east of site (bottom)

3.1.2 Topography

Topographical surveys of the site have been undertaken to detail the composition of its groundscape, dock walls, and existing structures. The existing site ground is an amalgamation of soil, tarmac, concrete, sand, dock wall capstones, original granite setts, and in-ground rail track segments.

An existing isolation structure at southwest provides the only current land connection between the west quay and the rest of the site.

The majority of the site falls between the level of +6.60m - 7.00m AOD. In a few places, notably near the northern end of the River Mersey wall, the site level rises as high as +7.40m AOD.

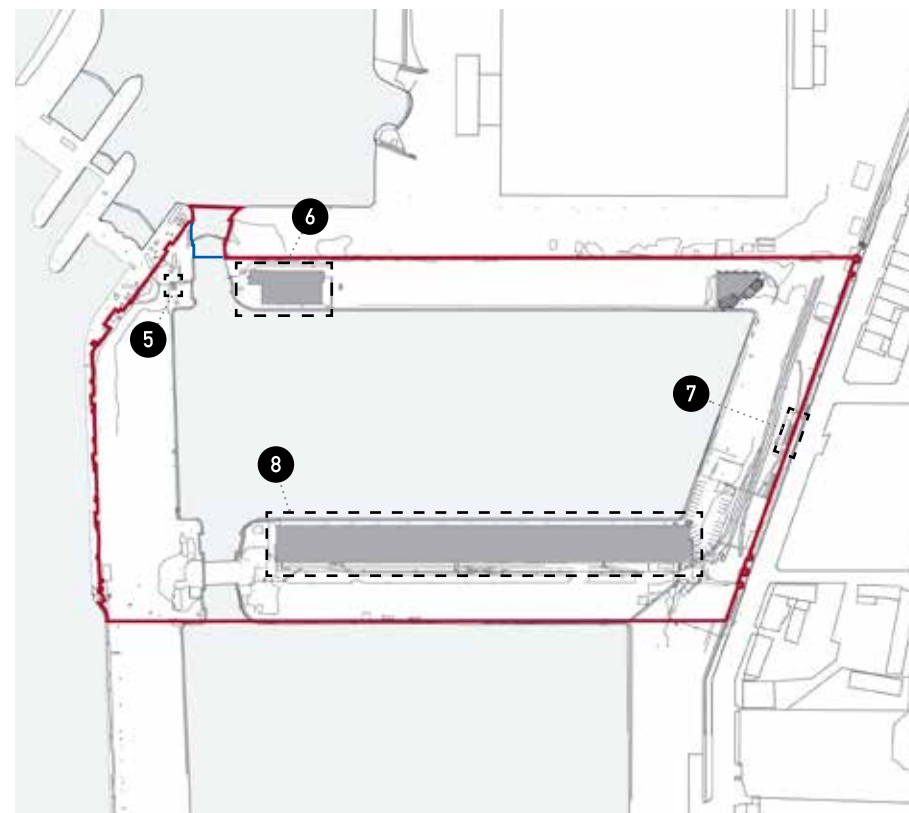


Figure 3.1.7: Existing site plan showing existing site buildings, application site boundary line (in red) and ownership line (in blue)

3.1.3 Existing Structures / Buildings

At the northeast corner of the site sits the Grade II listed Hydraulic Engine House. Numerous smaller above-ground heritage artefacts such as capstans and mooring posts also feature in the hardscape.

At the east edge of the site, an electrical substation brick building and three small temporary buildings are present along Regent Road. Most of the length of the south quay is occupied by a 240-meter long double height storage building. The storage building, together with the three small temporary buildings along Regent Road Wall, are the only buildings on site in active use. These, including the electrical substation brick building, are modern structures and unlisted.

Two small disused shed buildings are located at the southwest and northwest corners of the site, on the west quay. On the north quay, on the northwest corner of the site, is a two-story disused building. These too are modern structures and unlisted.



Figure 3.1.8: Existing buildings on site: (5): disused brick shed; (6): two-story disused brick building; (7): temporary structure; (8): doubleheight storage structure

3.1.4 Current / Previous Land Use

The Bramley-Moore Dock (BMD) site is currently closed to the public. The site was previously used for aggregate storage and distribution, operated by Mersey Sands. The lease for this use expired in August 2019.

The site remains occupied by Svitzer and Cataclean, until their leases expire in May 2020.



Figure 3.1.9: Sand stockpiling on east quay of site

3.1.5 Surrounding Area

To the south, the adjacent Nelson Dock forms a water boundary; the original granite dock wall delineates the physical edge of the Bramley-Moore Dock site. Nelson Dock is also under-utilised dockland and its awaiting development as part of the Liverpool Waters Scheme.

To the north, the existing United Utilities waste water treatment facility forms a land boundary to the site. This facility was developed following the infill of Wellington Dock.

To the west, the River Mersey wall separates the dock from the River Mersey. The original granite dock wall delineates the physical edge of the site.

To the east, the original Regent Road Wall, the turreted openings of which have been fitted with operable gates, form a physical edge to the site.

The surrounding area is predominantly used for dockland and industrial purposes. This includes a timber yard, tyre retailer and office premises.

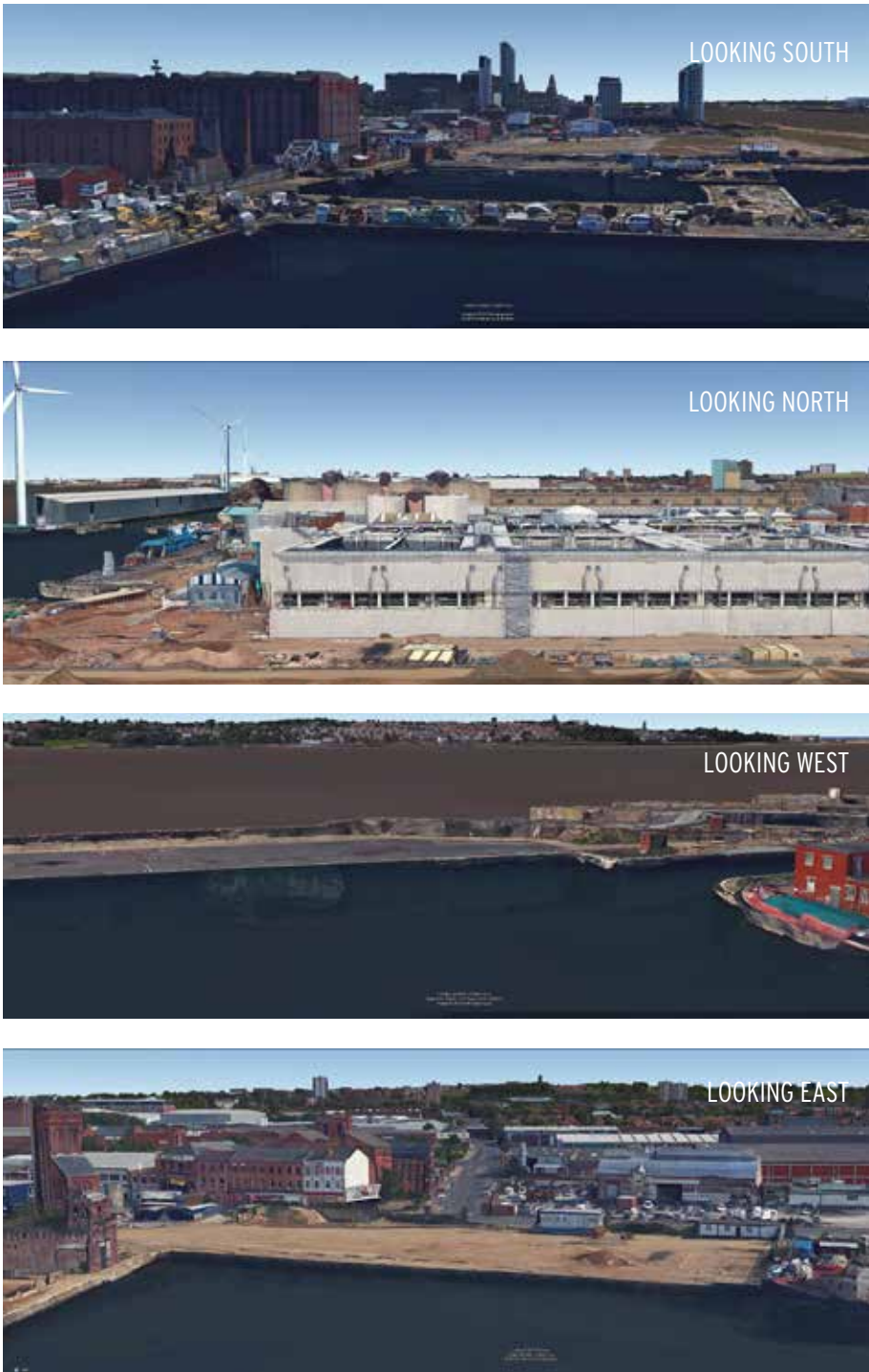


Figure 3.1.10: Views of Bramley-Moore Dock and environs (from Google Earth)

3.1.6 Wider Context

The Bramley-Moore Dock site and its environs, while largely characterised by surviving structures from the original period of dock construction in the 19th century, also include disparate developments of the more modern construction of the 20th century, as well as more recent developments that reflect an emerging interest in restoring underutilised and neglected areas of heritage value.

Significant structures which were once present in the area, associated with the dock system, are now no longer apparent. This includes the high level coal railway, the Liverpool Overhead Railway and an electricity generating station which powered the railway and was located at Bramley-Moore Dock.

The Regent Road Wall at the east edge of site, constructed in 1847-48, and the Hydraulic Engine House, constructed in 1883, are both Grade II listed and as well as the Grade II listed Bramley-Moore and Nelson Dock Walls, represent the assets of highest heritage value at Bramley-Moore Dock. The adjacent dock to the north, Wellington Dock, was infilled in 2012 to allow for the expansion of an existing wastewater treatment plant.

At BMD and Nelson Dock to the south, outline planning permission was granted in 2013 for a mixed-use development known as Liverpool Waters (application reference 19NM/1121 as variation to original outline permission reference 100/2424). Together, BMD and Nelson Dock form the 'Northern Docks Neighbourhood', one of the five neighbourhoods forming the Liverpool Waters site.

Nearby listed structures, including the prominent structures such as the Tobacco Warehouse, Stanley Dock Warehouse (redeveloped as the Titanic Hotel), as well as the smaller less prominent structures and warehouses along Regent Road provide surviving physical context to the area. In particular, the continued dominance and scale of the Tobacco Warehouse and other warehouses is important in the context of the World Heritage Site and Conservation Area, in which BMD is located, providing a visual landmark of the North Docks area.

The site is approximately a 10-12 minute walk from Sandhills station (located approximately 1km to the north-east of the site), which provides rail access to the city centre and areas north of Liverpool. The site is approximately a 30 minute walk from the city centre (c. 2.5km), which is located to the south of BMD.

The area to the east of the site is predominantly commercial in nature and is referred to as the 'Ten Streets' area. Aside from a small terrace of properties on the opposite side of Regent Road to the site, BMD is not within a residential area. The nearest residential area is located to the east, beyond the railway line.



Figure 3.11f: Aerial view of Bramley-Moore Dock and environs

3.2 Site Constraints and Opportunities



Figure 3.2.1: Bramley-Moore Dock showing property outline in red

The site is rectilinear in shape, with parallel north and south boundaries. Along the west boundary at the north-west corner, the site is chamfered at the entrance to the Sandon Half-Tide Dock; along the east boundary, the site widens from south to north as it follows Regent Road wall. The site is considerably wider in the east-west dimension (approximately 430 metres) than in the north-south dimension (approximately 215 metres).

Several site **constraints** inform the stadium development:

- The site is bounded on three sides by hard fencing walls and water, limiting site access to openings in the Regent Road Wall along the east edge of the site. However, this wall is substantial in scale and is a Grade II listed structure.
- Grade II listed assets on site (BMD and Nelson dock walls, Regent Road wall and the Hydraulic Engine House) and the poor condition of the Hydraulic Engine House. There is a requirement to preserve the dock retaining walls as part of the redevelopment of the site.
- The surrounding historical buildings height reference. There are several large structures nearby of heritage value, including the listed Stanley Dock Warehouse (now Titanic Hotel), and the monumental Tobacco Warehouse (40 metres in height). An additional point of reference for height is the consented Liverpool Waters scheme, which includes five structures in the Medium-rise Building category (any building over 21 metres and under 45 metres in height), the tallest one being 38 metres in height, albeit this has not been developed at BMD.
- The windy dockside environment is proven to be a key factor in the design process.
- Flood level considerations, as the 2115 1 in 200 year still water level defined as the Design Flood Level (DFL) is set at +6.97m AOD, with a minimum of 300mm freeboard, as agree with the EA. This will set the development level of the stadium over a fairly flat site which ranges between +6.6m AOD and +7.1m AOD.
- The exposure to the surrounding water environment in association with the windy environment will have an impact on the materiality, durability and maintenance of any structure developed on this site.
- The proximity to the United Utilities Waste Water Treatment Works to the north.
- There is no scope to expand beyond the red line boundary ie. no oversailing possible.

On the other hand this site presents several **opportunities** to maximize the value of the development:

- The context of the site presents an opportunity for the stadium to reflect the material palette of its historic setting, as well as carry on the tradition of innovation that characterises the original period of construction for which the North Docks are celebrated. As an anchor destination, the stadium will serve as a north bookend to the consented Liverpool Waters development and the World Heritage Site.
- As a new asset within the public realm, heritage elements on site will benefit from increased awareness from the public, afforded by open access, including a potential connection to the planned River Walk along the River Mersey once Liverpool Waters is developed. It will provide a start and end of the River Walk which will bring the public to the water and docks in a meaningful way.
- The Hydraulic Engine House can be renovated and be re-used, to ensure it remains a visual icon within this area.
- The site's location between two very different use types allows it to mediate between the industrial uses to the north and the residential proposed to the south (as part of the Liverpool Waters scheme).
- It is a relatively flat site with slight variation of elevation through it's extent.
- Lack of existing residential interface (nearest properties being along the east of Regent Road).
- This site has the opportunity to be part of the world famous skyline being exhibited to residents and visitors to the Wirral as well as the ferries and cruiser liners travelling down the Mersey.

3.3 History of Liverpool Docks

Located at the tidal mouth of the River Mersey where it meets the Irish Sea, the maritime mercantile City of Liverpool played an important role in the growth of the British Empire. It became the major port for the mass movement of people, including slaves and migrants from northern Europe to America. Liverpool was a pioneer in the development of modern dock technology, transport systems and port management, and building construction. In 2004 the historic core of Liverpool and its docks became a World Heritage Site, formally designated as 'Liverpool Maritime Mercantile City' (LMMC).

Six areas in the historic centre and docklands of Liverpool bear witness to the development of one of the world's major trading centres in the 18th, 19th and early 20th centuries. A series of significant commercial, civic and public buildings lie within these areas, including the Pier Head, with its three principal waterfront buildings - the Royal Liver Building, the Cunard Building, and Port of Liverpool Building; the Dock area with its warehouses, dock walls, remnant canal system, docks and other facilities related to port activities; the mercantile area, with its shipping offices, produce exchanges, marine insurance offices, banks, inland warehouses and merchants houses, together with the William Brown Street Cultural Quarter, including St. George's Plateau, with its monumental cultural and civic buildings

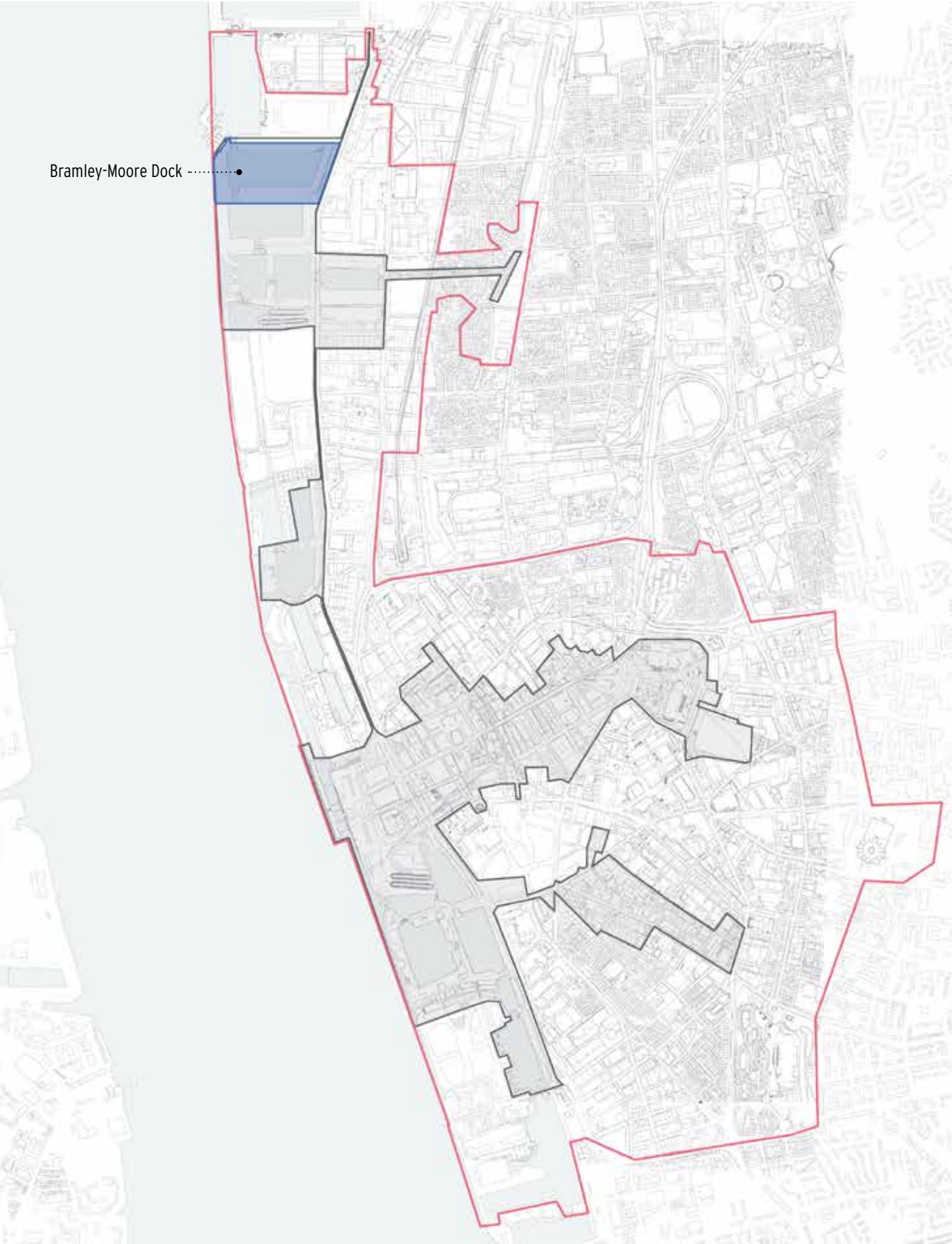
The World Heritage Site Inscription states that LMMC reflects the role of Liverpool as the supreme example of a commercial port at the time of Britain's greatest global influence. Liverpool grew into a major commercial port in the 18th century, when it was also crucial for the organisation of the trans-Atlantic slave trade. In the 19th century, Liverpool became a world mercantile centre for general cargo and mass European emigration to the New World. It had major significance on world trade as one of the principal ports of the British Commonwealth. Its innovative techniques and types of dock, dock facilities and warehouse construction had worldwide influence. Liverpool was instrumental in the development of industrial canals in the British Isles in the 18th century, and of railway transport in the 19th century. All through this period, and particularly in the 19th and early 20th centuries, Liverpool gave attention to the quality and innovation of its architecture and cultural activities.



Figure 3.3.1: Bramley-Moore Dock in 1848



Figure 3.3.2: Collingwood Dock in 1920s



3.3.1 UNESCO World Heritage Site Status

As part of the attributes that define the Outstanding Universal Value (OUV) of the World Heritage Site, UNESCO states that: 'Liverpool played an important role in the growth of the British Empire. It became the major port for the mass movement of people, including slaves and emigrants from northern Europe to America. Liverpool was a pioneer in the development of modern dock technology, transport systems and port management, and building construction'.

Quoted from the 'Statement of Outstanding Universal Value' as detailed in the 'Liverpool World Heritage Site Management Plan' the following elements of Integrity and Authenticity were identified:

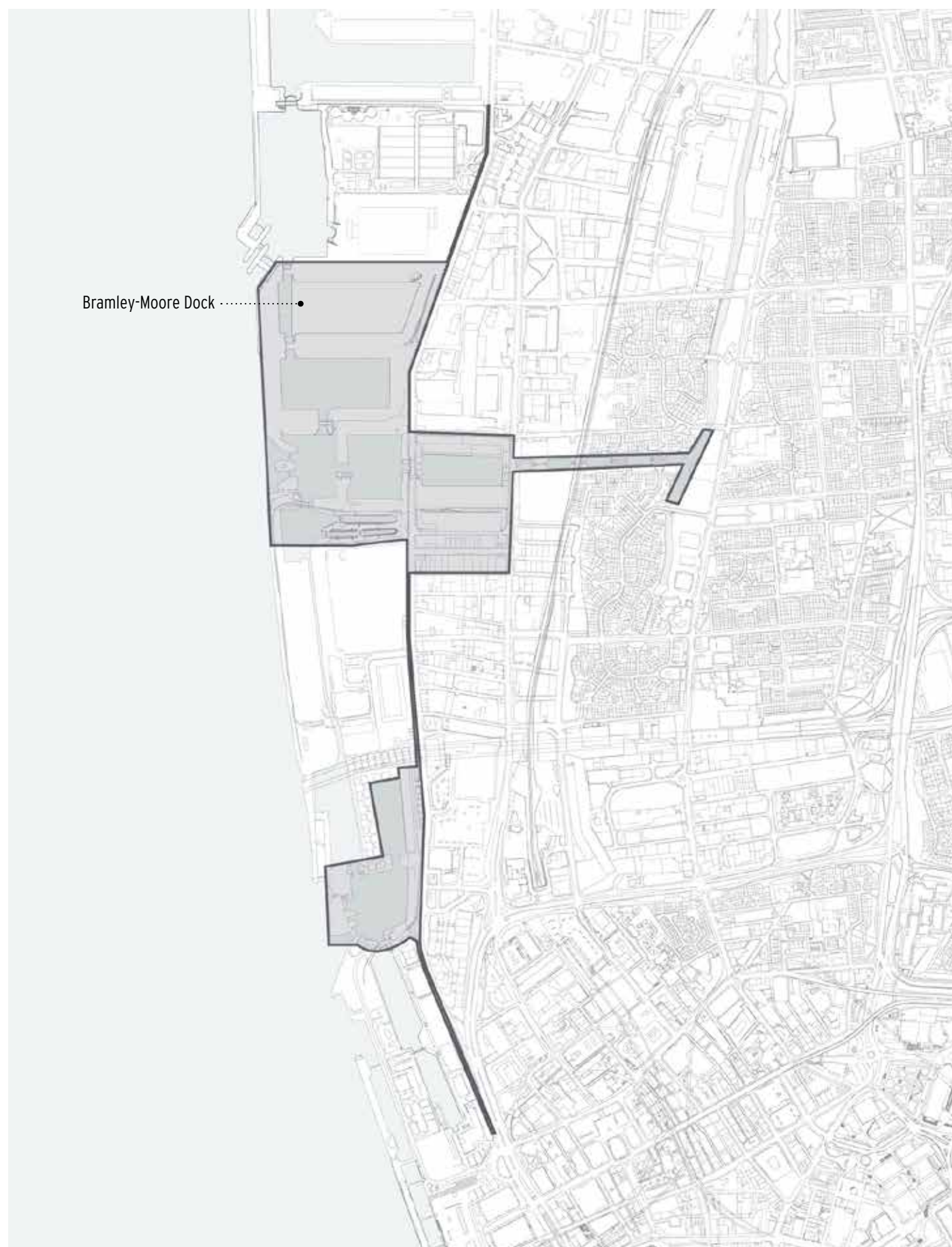
“Integrity
The key areas that demonstrate Outstanding Universal Value in terms of innovative technologies and dock construction from the 18th to the early 20th century and the quality and innovation of its architecture and cultural activities are contained within the boundaries of the six areas forming the property. The major structures and buildings within these areas are generally intact although some such as Stanley Dock and associated warehouses require conservation and maintenance. The historic evolution of the Liverpool street pattern is still readable representing the different periods, with some alteration following the destruction of World War II.

There has been some re-development on sites previously redeveloped in the mid-late 20th century or damaged during World War II, for example at Mann Island and Chavasse Park, north and east of Canning Dock. All archaeology on these development sites was fully evaluated and recorded; archaeological remains were retained in situ where possible, and some significant features interpreted in the public domain. A new visitor centre has been opened at the north east corner of Old Dock, which has been conserved and exposed after being buried for almost 200 years. The production and adoption of design guidance minimizes the risks in and around the WH property that future development might adversely affect architectural quality and sense of place, or reduce the integrity of the docks.

Authenticity
Within the property, the major dock structures, and commercial and cultural buildings still testify to the Outstanding Universal Value in terms of form and design, materials, and to some extent, use and function. Warehouses at Albert Dock have been skillfully adapted to new uses. Some new development has been undertaken since inscription and has contributed to the city's coherence by reversing earlier fragmentation. No significant loss of historical authenticity has occurred, as the physical evidence of the City and its great past remain prominent and visible, and in some cases has been enhanced. The main docks survive as water-filled basins within the property and in the buffer zone. The impact on the setting of the property of further new development on obsolete dockland is a fundamental consideration. It is essential that future development within the World Heritage property and its setting, including the buffer zone, should respect and transmit its Outstanding Universal Value.”

- UNESCO World Heritage Site (WHS)
- UNESCO WHS Buffer Zone
- Bramley-Moore Dock

Figure 3.3.3: Liverpool Maritime Mercantile City World Heritage Site and Buffer Zone



3.3.2 Stanley Dock Conservation Area

Bramley-Moore Dock is located within the 'The Stanley Dock Conservation Area,' which also forms character area no.3 of the Liverpool Maritime Mercantile City World Heritage Site. There is no specific Conservation Area Appraisal; however, the Liverpool World Heritage Site Management Plan details that:

"A system of interlinked wet docks represent the culmination of Jesse Hartley's development of dock design, and is a dramatic component of Liverpool's historic dockland, characterised by massive warehouses, walls and docks, but also by smaller structures such as bridges, bollards and capstans."

Constructed from a limited palette of materials - brick, stone, iron and mortar - innovative buildings and structures represent the pinnacle of industrial dock architecture of the Victorian period. The area incorporates the strong linear features of the dock boundary wall, the Leeds and Liverpool Canal and the canal locks, as well as the large water-filled Stanley, Collingwood, Bramley-Moore, Nelson and Salisbury Docks and the Victoria Clock Tower, many of which are in private ownership and used commercially and are not currently accessible to the public. The Tobacco Warehouse is a city landmark by virtue of its massive scale."

The WHS site is divided into six character areas, which have distinct townscape characters, which are described in the World Heritage Site SPD (para. 1.3.1).

The application site sits within Area 3, 'Stanley Dock Conservation Area', an area which encompasses the northern part of the docks, including Princes Half-Tide Dock, Stanley Dock and the surviving Dock wall which runs along Regent Road. The SPD acknowledges that this character area is mostly derelict and disused and has massive potential for heritage-based regeneration (para. 3.1.1).

The Northern Docks area is recognised as having potential to extend waterfront access and attractions further north of the city centre and create links east-west to include Northern Liverpool (para. 3.1.14).

Development should deliver active docksideways and water spaces, better internal and external connections and integration with the immediate hinterland, the city centre and its communities.

Development opportunities in the Liverpool Waters part of the Character Area should consider (para. 6.4.27):

- Being part of a long term phased masterplan to regenerate derelict docks;
- Being part of an overall waterfront regeneration strategy;
- Provide significant additional employment opportunities;
- Capitalise on the dockland heritage of the site;
- Ensure there is no significantly detrimental impact on key views or the setting of historic buildings; and
- Protect and enhance the integrity of the dock water spaces.

Figure 3.3.4: Stanley Dock Conservation Area, Character Area no. 3 in Liverpool Maritime Mercantile City World Heritage Site





Figure 3.3.5: Dock interconnectivity diagram showing the connected dock system. This shows the water connectivity between docks rather than navigable connectivity, as in some instances - as between Nelson Dock and Bramley-Moore Dock - there is an isolation structure between the docks which prevents vessels passing between the two.

3.3.3 Grade II Listed Buildings

Within the Stanley Dock Conservation Area, the following structures/buildings are listed; however, it should be noted that many of these are in the southern section of the Conservation Area and therefore a significant distance from the application site (nos.15-19 and 32-38):

01. Hydraulic Engine House at Bramley-Moore Dock
02. Regent Road Wall
03. Bramley-Moore Dock Wall
04. Nelson Dock Wall
05. Dock Retaining Wall to North Island at Dock Entrance
06. Dock Master's House
07. Sea Wall to North Island at Dock
08. Victoria Tower
09. Sea Wall to Island at Dock Entrance
10. Dock Master's Office
11. Sea Wall to South of Salisbury Dock Entrance
12. Entrance to Staley Dock on corner of Saltney Street
13. Graving Docks
14. Gate to Clarence and Clarence Graving Docks
15. Gate to Clarence Dock
16. Gate to Victoria and Trafalgar Docks
17. North Gate to Docks 28 to 31, Victoria, Princes and Waterloo Docks
18. Waterloo Warehouse
19. Gate to Waterloo Dock
20. Collingwood Dock Retaining Wall
21. Entrance to Stanley Dock at North End
22. Hydraulic Tower to West of Former North Warehouse, Stanley Dock
23. Former Warehouse on North Side of Stanley Dock
24. Entrance to Stanley Dock at North End
25. Stanley Locks, Leeds and Liverpool Canal
26. Great Howard Street Bridge over the Leeds and Liverpool Canal at head of Stanley Dock
27. Entrance to Leeds and Liverpool Canal at head of Stanley Dock
28. Tobacco Warehouse on South Side of Stanley Dock
29. Stanley Warehouse to South of Tobacco Warehouse
30. Entrance to Stanley Dock at Saltney Street Corner
31. Bonded Tea Warehouse
32. South Gate to Docks 28 to 31, Victoria, Princes and Waterloo Docks
33. Gate opposite Robberts Street
34. Princes Half-Tide Dock
35. Entrance to Princes Half-Tide Dock
36. Gates to Docks 24, 27, 28 and Princes Dock
37. Princes Dock Wall
38. Gates to Princes Dock

Stanley Dock Conservation Area (SDCA) 

Grade II listed buildings within the SDCA 

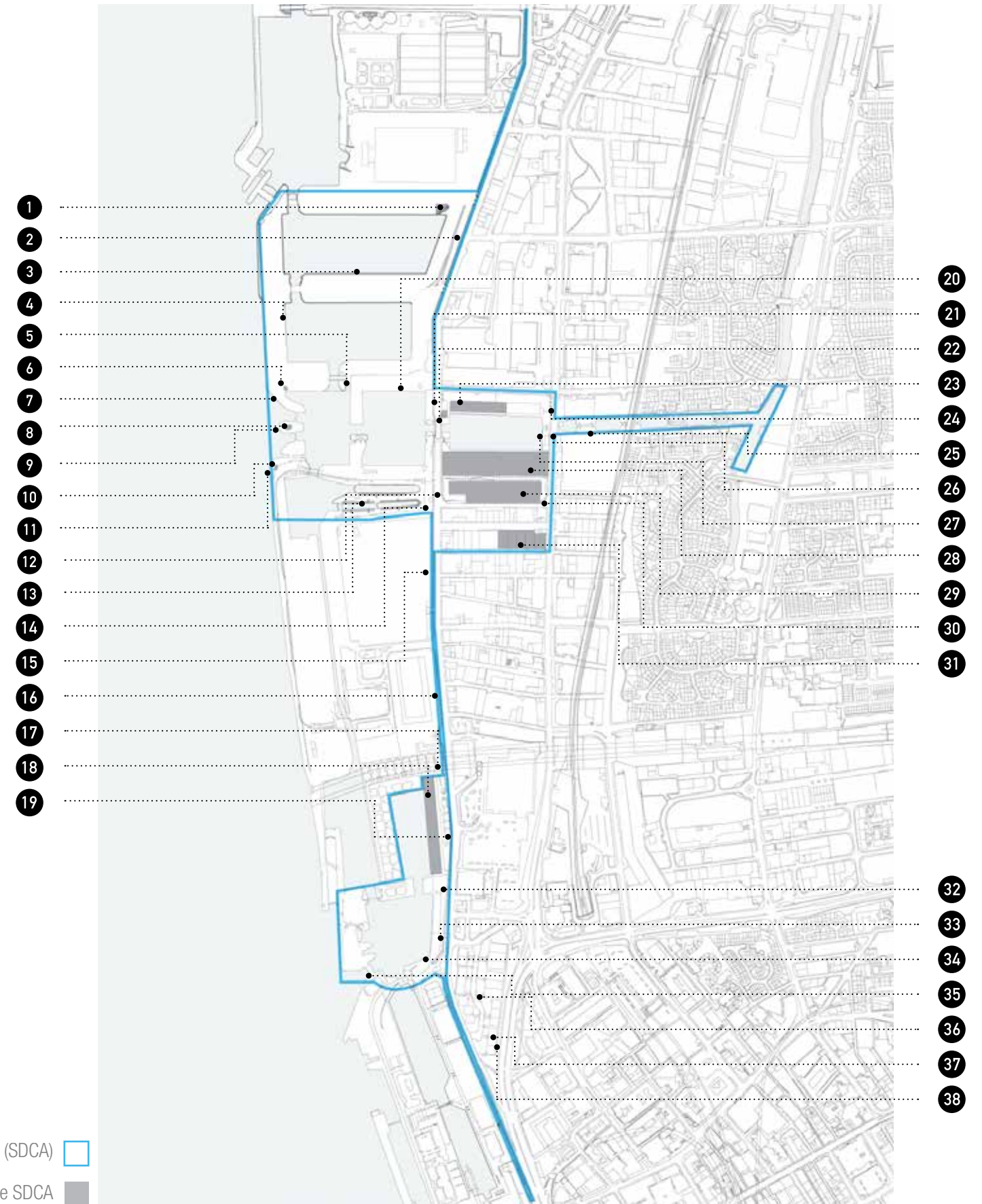


Figure 3.3.6: Stanley Dock Conservation Area listed buildings

The following structures/buildings within the Stanley Dock Conservation Area, have been taken as references informing the Stadium development.



Figure 3.3.7: Hydraulic Engine House at Bramley-Moore Dock



Figure 3.3.8: Regent Road Wall



Figure 3.3.9: Bramley-Moore Dock Wall



Figure 3.3.10: Victoria Tower



Figure 3.3.11: Waterloo Warehouse



Figure 3.3.12: Hydraulic Tower to West of Former Warehouse, Stanley Dock



Figure 3.3.13: Former Warehouse on North Side of Stanley Dock



Figure 3.3.14: Tobacco Warehouse on South Side of Stanley Dock



Figure 3.3.15: Stanley Warehouse to South of Tobacco Warehouse



Figure 3.3.16: Bonded Tea Warehouse

3.4 History of Bramley-Moore Dock

Bramley Moore Dock (BMD) opened on 4 August 1848, as part of Jesse Hartley’s major northern expansion scheme of 1844-48. Hartley planned five docks to be built at the same time - Salisbury, Collingwood, Stanley, Nelson & Bramley-Moore - forming an enclosed, interconnecting system, with the southernmost, Salisbury Dock, providing a link to the River Mersey.

BMD - named after and opened by John Bramley-Moore, chairman of the Dock Committee - was the northernmost and at a little under 10 acres, the largest of the five docks built in 1848.

BMD was primarily used for exporting coal and storing coal for steamships. Since the earliest available map, the site has been in much the same configuration as exists today. For most of its operational life, the waterside area of the dock was flanked by single storey transit sheds. The presence of these sheds, along with the boundary wall, overhead coal railway and other dockside structures meant that the dock was not visible either from the river or from the dock road, nor from the Nelson Dock or the other docks to the south.

In 1883, a Hydraulic Engine House was added to the northeast corner of the dock. By 1890, the northern shed had been replaced with further train tracks.

In the second-half of the 20th century, recession hit heavy industry, and the demise of coal mining in South Lancashire and throughout the UK meant that the export market for coal dissolved. In 1967, the rail tracks on the north wharf were scaled back and a small structure was constructed in the northwest corner adjacent to the gate to the Sandon Half-Tide Dock to the north.

By 1973, the tracks on the north wharf had been almost fully removed and another long structure put up in their place, the central portion of which had been demolished by 1982. The west wharf structure was removed by 2002. In recent years, the east and north wharf has been used by Mersey Sand Suppliers to stockpile material dredged from the River Mersey. Mersey Sand Suppliers no longer operate from the site and the sand stockpiles have since been removed. Part of the site remains operated by companies Svitzer and Cataclean, until their lease expires in May 2020.

Figure 3.4.1: Bramley-Moore Dock development over time

Date	On Site History	History of the Surrounding Area
1851 (1:10,560)	Bramley-Moore Dock is present, with shed structures located on the northern, southern and western wharves. Rail sidings are present on the eastern side.	Bramley-Moore Dock is part of the Port of Liverpool system. To the north of the Site is Wellington Dock and the Wellington Half Tide Dock, and to the south is Nelson Dock. Rail sidings lead from wider Liverpool to the various docks. Southeast of the Site is North Shore Mill and North Docks Station, labelled as 'Goods'. To the east are numerous unlabelled buildings.
1890 (1:10,560)	One of the shed structures on the northern wharf has been removed and is replaced by rail sidings. The BMD Hydraulic Engine House was built (1883).	Expansion of shed structures on the northern wharf of Wellington Dock. Minor changes to unlabelled buildings located to the east of the Site.
1893 (1:2500)	Rail sidings located on the northern wharf and eastern perimeter are labelled as the 'High Level Coal Railway'. This was effectively a railway line on top of a brick viaduct with cranes to the south to load coal from ships into waiting railway trucks. Two small unlabelled buildings are present in the northeast corner of the Site, thought to comprise the Hydraulic Engine House.	Buildings to the east of the Site are labelled to be hotels, public houses, an engine works, a foundry and a cattle shed. No discernible changes to the surrounding docks.
1906-1907 (1:10,560)	Rail sidings have extended onto the southern wharf.	The layout of Wellington Half Tide Dock has changed, and is renamed as Sandon Half-Tide Dock. A Goods Station is present to the northeast of the Site.
1908 (1:2500)	No discernible change.	Foundry to the east of the Site is no longer present.
1909 (1:10,560)	No discernible change.	No discernible change.
1925-1927 (1:10,560)	Minor extension of rail sidings on northern wharf.	No discernible change.
1927 (1:2500)	Cranes are labelled on the northern wharf and east side.	Shed on northern wharf of Wellington Dock is replaced with a larger structure.
1928 (1:10,560)	No discernible change.	No discernible change.
1938 (1:10,560)	No discernible change.	A Goods Station to the southeast of the Site has been removed and the land is unoccupied.
1954 (1:2500)	Rail sidings on the northern wharf (high level coal railway) have been scaled back and two small buildings are in their place. Rail sidings on the eastern edge of the Site have also been scaled back and a small shed has been constructed in the available space.	North Docks Goods Yard to the southeast of the Site is replaced by a Construction Engineering Works. A number of buildings labelled on the 1927 map as the North Docks Cattle Station have been removed and the land is unoccupied.
Date	On Site History	History of the Surrounding Area
1967 (1:2500)	The shed on the northern wharf has been replaced by a larger structure. Two additional buildings are also present on this wharf. The shed on the southern wharf has been replaced by a larger structure.	The shed structure on the north and east sides of Nelson Dock have been removed, and two smaller buildings and two cranes are present in place. Castle Food Mill to southeast of Site has been replaced by an oil refinery. A number of tanks are shown. A number of buildings to the east of Site have been removed, others are now unlabelled and their uses unknown.
1973 (1:10,000)	Shed on northern wharf possibly replaced by larger shed taking up the entire wharf length.	Additional shed added on northern wharf of Nelson Dock.
1982 (1:10,000)	Large shed on northern wharf removed and replaced by two smaller buildings. Other shed on northern wharf removed.	Unlabelled buildings present on formerly unoccupied area of land to northeast of Site.
1990 (1:10,000)	Rail sidings on northern wharf and eastern perimeter removed, land remains unoccupied.	Sandon Dock has been infilled and a Waste Water Treatment Works constructed in its place. Rail sidings to east of Site have been removed.
2002 (1:10,000)	Three small buildings on northern wharf removed.	All buildings present on perimeter of Nelson Dock have been removed. A pipeline is indicated in the southeast corner of Nelson Dock.
2010 (1:10,000)	No discernible change.	No discernible change.
2014 (1:10,000)	West wharf structure has been removed. Only shed on southern wharf, hydraulic engine shed and one other building remain.	Wellington dock had been infilled and an extension to the waste water treatment facility was being constructed.

3.5 Bramley-Moore Dock Heritage Elements

The site contains several historic features including three Grade II listed structures (the Hydraulic Engine House, the Bramley-Moore dock and Nelson dock walls and the Regent Road wall) as well as artefacts and surface treatments which hold historical value, and which are identified under this section.

3.5.1 Hydraulic Engine House

The Hydraulic Engine House stands towards the north-east corner of Bramley Moore Dock. The building is Grade II listed and described as:

Engine house, accumulator tower and truncated octagonal chimney. 1883. Common brick with red brick dressings, slate roof. Round-headed windows and entrances; pyramidal roof to accumulator tower; chimney cap missing (Historic England List Entry: <https://historicengland.org.uk/listing/the-list/list-entry/1072981>).

The building is currently in poor condition, and requires major conservation and repair to walls, roof, rainwater goods, floors, windows and doors (LWHIA). Further information following a recent external inspection is provided in the submitted Hydraulic Engine House Design Intent Report (Pattern Design).

The building is not by Hartley, but was added in 1883. The red brick engine house and accumulator tower retains a truncated octagonal chimney and slate roofs. The engine house is now an isolated structure, but formerly it was more enclosed due to its attachment to the coal railway. Attached at the rear are remains of this railway. The building contains little if any machinery or equipment (LWHIA).



Figure 3.5.1: Hydraulic Engine House

3.5.2 Existing Heritage Surfacing

There are a range of surfaces around the site, including granite setts, asphalt and poured concrete. More detailed quantities of re-usable reclaimed setts to be provided during groundworks through additional survey work, particularly on the Northern and Eastern Quaysides.

The existing granite dockside sett paving varies in its size, pattern, profile and condition. Inset into the historic surfacing are visible steel rail track, particularly along the Eastern and Southern Quaysides.

History

Constructed in association with the dock, the setts were used for open movement areas and so, to some extent, their remains define the footprints of the transit buildings, offices and sheds that occupied the majority of the dockside areas.

Condition

The granite paving is in variable condition, depending on location and the degree of disruption, modification, repair and demolition that has taken place. Some areas of paving, are affected by subsidence or heave of the substrate. There are significant areas of over covering with concrete or asphalt. The railway tracks are generally in a condition parallel to that of the paving in which they are located, with some sections are missing.



Figure 3.5.2: Existing setts are in good condition

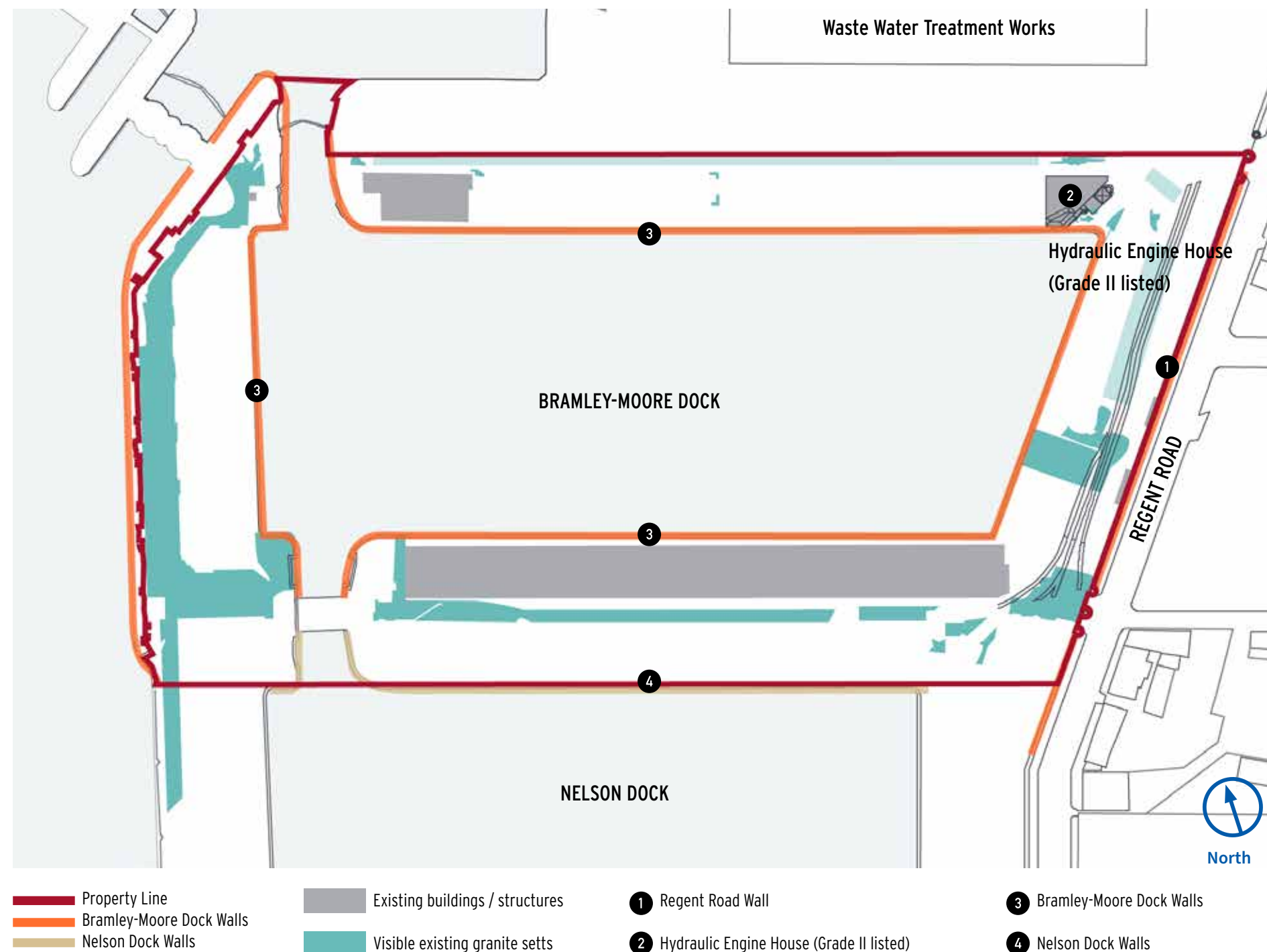


Figure 3.5.3: Existing Buildings and Hardscape

3.5.3 Site Artefacts

The maritime industrial heritage of the site is immediately evident due to the variety of materials, artefacts and structures, which still exist in their original locations. Through the proposed development of this site, it is important that these assets are not only protected, but are also retained where possible in their original locations.

These items have been broadly grouped into three categories;

- Materials and surfaces - Remnant areas of original granite setts, iconic granite rubble masonry of the quay walls and perimeter dock wall, sculptural granite steps and railway tracks.
- In Ground Artefacts - Inspection covers, gratings and grilles set into the ground plane.
- Above Ground Artefacts - Bollards, mooring posts and other maritime infrastructure such as capstans.

A separate Artefact Appraisal and subsequent Heritage Asset Schedule has been produced which provides a record of all of the items on site and subsequently identifies which of those items has any significant heritage value. This includes identifying those items which are affixed to the listed retaining walls of BMD and Nelson Dock, which therefore form part of the listed structures. It goes on to outline the proposed future use of those assets with heritage value within the development.



Figure 3.5.4: Heritage setts



Figure 3.5.5: Mooring post and cables



Figure 3.5.6: Mooring bollard



Figure 3.5.7: Combination of artefacts together



Figure 3.5.8: Original Capstan (Historical artefact of a generic type)



Figure 3.5.9: In ground inspection chamber

3.5.4 Dock Walls

Bramley-Moore Dock, along with Nelson Dock, was built with the intention of taking the largest steam ships and so its lock gates were built wider than those of previous docks. The 'cyclopean' dock retaining walls of fair faced granite rubble, constructed of large and small blocks, are listed Grade II and include entrances to Sandon Half-Tide and Nelson Docks. The recesses for a swing bridge survive at the entrance to Nelson Dock, where a concrete isolation structure has been installed by British Waterways to control the water level in the canal link between the Albert Dock and the Leeds and Liverpool Canal (LWHIA*).

Around the quaysides a number of historic features such as mooring posts, capstans and bollards survive, as detailed in Section 3.5.3

An Artefact Appraisal was undertaken to create visual record of all in-ground and above ground elements within the BMD site and the top surface of the River Mersey Wall (which sits outside of the Everton ownership boundary). The site was split into 20 equal tiles and all individual items on the topographical survey were identified, described and numbered. These were systematically photographed and recorded on numerous site visits.

A further Heritage Asset Schedule has been produced which lists only those artefacts considered as having heritage value due to their adjacency to the Listed Dock Walls or intrinsic association with the original working of the docks and the sites sense of place. The Heritage Asset Schedule gives a description and assigns a value to each item, assessed by KM Heritage (the Club's Heritage advisor). This value has informed the design process and been coordinated with other considerations such as level changes, crowd flow movement and stadium location to determine if the items can be retained in-situ, relocated elsewhere or removed from site, via a colour of coded classification system.

The timber dock gates to the north passage also survive but in decayed condition. The condition survey of heritage assets carried out for Peel in 2009, as part of the Liverpool Waters planning application, reported that the BMD walls are generally in sound condition, though with some loss of mortar, particularly below copings, vegetal growth, and minor cracks. No urgent repairs were identified (LWHIA*). BuroHappold completed a condition survey of the BMD walls in 2017 which also concluded that the walls are generally in sound condition. A schedule of remedial works has been produced which recommends repairs to damaged areas which will be exposed within the proposed development. Detailed specifications for repair works will be developed to meet heritage and Listed Building Consent requirements.



Figure 3.5.10: Bramley-Moore Dock Wall



Figure 3.5.11: Bramley-Moore Dock Wall by Hydraulic Engine House

3.5.5 Regent Road Wall

Hartley's Regent Road Dock boundary wall of granite was constructed in the third phase of dock wall building (1857-48). Hartley employed the same 'cyclopean' granite style of building used in his dock retaining walls, of finely jointed rubble stones brought to a fair face - tapered in section from base to top - topped with rounded coping stones.

The double entrance gateways were also different in character to his predecessor John Foster's being designed with round tapering towers as gate piers together with a central round tower which functioned as an office for the dock police. Gates slid out on rollers, operated by counterweights, from slits in the side gate piers, closing into slitted recesses in the central towers. Although no longer functional, the gates to all the 1848 entrances are still extant.

*Source: Liverpool Waters (2011). Liverpool Waters Heritage Impact Assessment. Assessment of Potential Effects on the Liverpool World Heritage Site, November 2011 (LWHIA)



Figure 3.5.12: Regent Road Wall

3.6 Liverpool Waters Context

In June 2013, outline planning permission was granted for Peel L&P’s proposed mixed use development, comprising 60 Ha of former dockland, including BMD (application reference 100/2424). This application set the key parameters of th development. Most recently, the parameters were altered through a non-material amendment (19NM/1121) approved August 2019.

The vision

At the broadest level a vision for LW was agreed with officers of LCC.

The vision statement is set out in its entirety within the DAS, but the key points that can be drawn from it to inform building character and design are:

- Create a unique sense of place;
- Take advantage of the site’s cultural heritage;
- Attract national and international businesses;
- Add to Liverpool’s cultural offer;
- Provide a new and complementary destination;
- Deliver a high density and accessible quarter which is both economically and environmentally sustainable;
- Reinforce Liverpool’s strong identity;
- Characterise the area by activity and diversity;
- Provide public spaces that encourage formal and informal use;
- Respond to the needs of different communities;
- Include mixed use development;
- Stimulate economic and social regeneration;
- Form an integral part of Liverpool’s iconic skyline;
- Continue its tradition of innovation;
- Symbolise the city’s 21st century renaissance alongside its 19th and 20th century heritage.



Figure 3.6.1: Site Wide Parameters Plan

“The Liverpool Waters vision involves regenerating a 60 hectare historic dockland site to create a world class, high-quality, mixed use waterfront quarter in central Liverpool that will allow for substantial growth of the city’s economy”

Liverpool Waters - The Project Website - ‘The Story so far...’

Source: Princes Dock Neighbourhood Masterplan

	A1 - Comparison shops 19,100 square metres
	A1 - Convenience shops 7,800 square metres
	A2 - Financial & professional services 8,600 square metres
	A3 - Restaurants & cafés 27,100 square metres
	A4 - Drinking Establishments 19,200 square metres
	B1 - Business 314,500 square metres
	C1 - Hotels 53,000 square metres (654 rooms)
	C3 - Dwelling Houses 733,200 square metres (up to 9,000 dwellings)
	D1 - Non-Residential Institutions 8,900 square metres
	D2 - Assembly & leisure 33,300 square metres
	Sui Generis 17,600 square metres
	Parking & internal servicing 448,800 square metres

1,691,100 _{sqm}	178,000 _{sqm}	55,000 _{sqm}
PROPOSED DEVELOPMENT	WATER SPACE	PARKS + SQUARES

3.6.1 Liverpool Waters - Northern Docks Context


Bramley-Moore Dock, alongside Nelson Dock, forms the ‘Northern Docks neighbourhood’ of the Liverpool Waters permission. This is the most northerly of the five neighbourhoods.

The Statement of Key Development Principles (SKDP), as well as setting the maximum quantum of development across the neighbourhoods, also set maximum development quantum within each neighbourhood boundary.

The table below sets out the maximum quantum of uses granted for development within the ‘Northern Docks neighbourhood’.

This quantum was approved as a set of maximums per neighbourhood only, and does not apply specific land uses or quantum of development to BMD specifically.

NORTHERN DOCKS MAXIMUM QUANTUM OF USES

 4,000 square metres A1 - Shops (comparison)	 219,500 square metres C3 - Dwelling Houses
 1,000 square metres A1 - Shops (convenience)	 6,600 square metres D1 - Non-Residential Institutions
 300 square metres A2 - Financial & professional services	 1,000 square metres D2 - Leisure
 2,200 square metres A3 - Restaurants & Cafés	 103,100 square metres Sui Generis - Parking
 7,200 square metres A4 - Drinking Establishments	 5,800 square metres Internal Servicing
 1,800 square metres B1 - Business	 1,000 square metres Sui Generis (other)
 0 square metres C1 - Hotels	

Low-rise Building - any building below 21m

Medium-rise Building - any building over 21m and under 45m

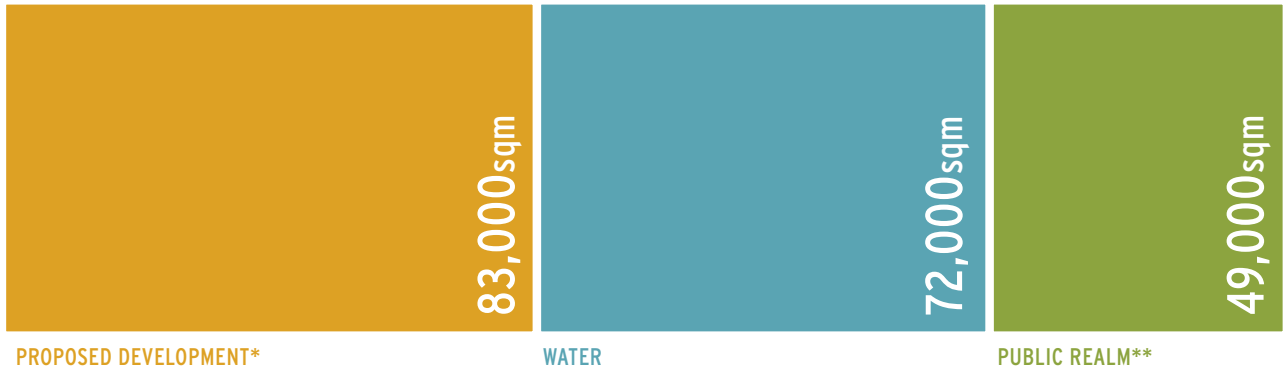
High-rise Building - any building over 45m

NOTES:

- All heights are expressed in metres
- The consented application boundary and neighbourhood boundaries have been traced from the original parameter plans pdfs, as dwg information has not been available

Source: LW Outline Planning Decision Notice

NORTHERN DOCKS FOOTPRINT



*Total development figures are as per the Liverpool Waters application decision notice Schedule 1, June 2013.

**Total public open space calculation based on the measurement of the areas identified as ‘Main public spaces’ (excluding the footprint of the proposed Shanghai Tower) on Parameter Plan 007 - Liverpool Waters Access and Movement Plan

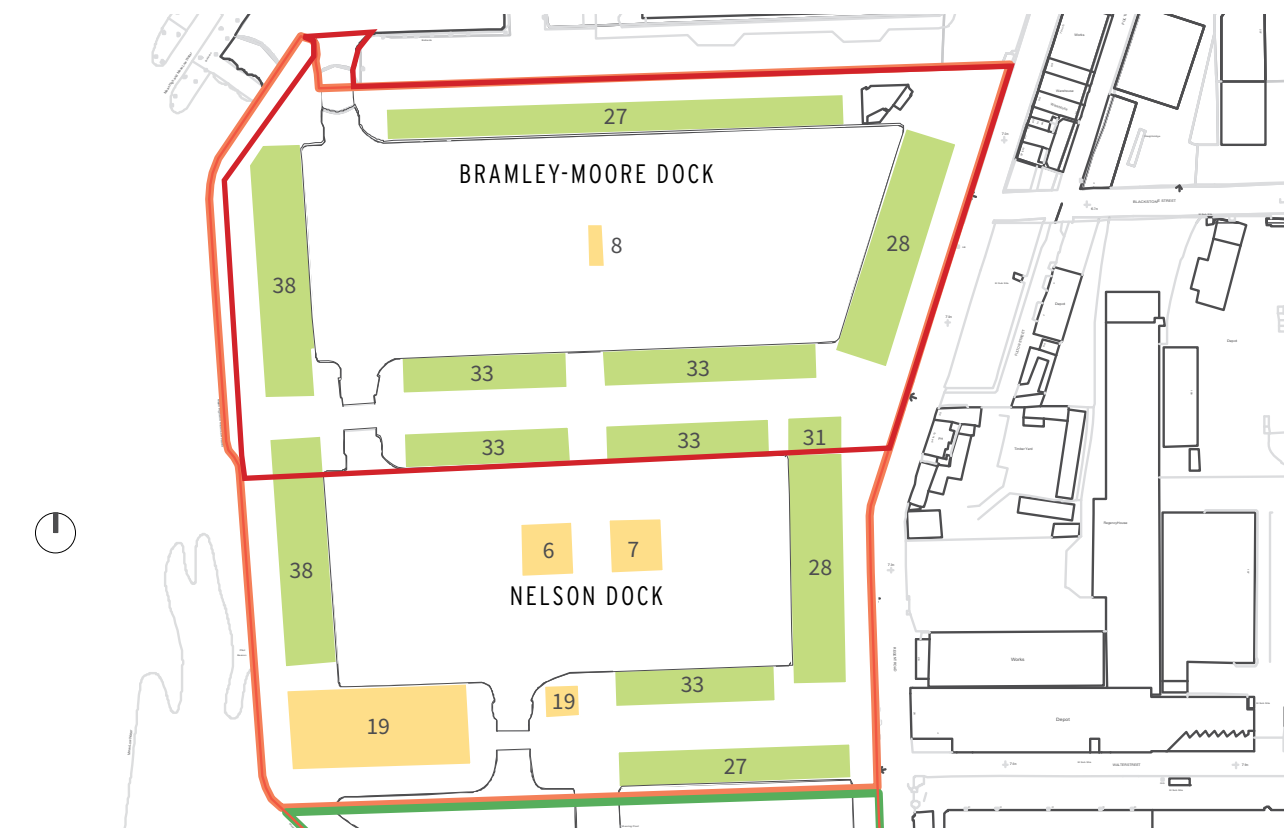


Figure 3.6.2: Northern Docks consented development plan

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4.0

Design Policy and Guidance

- 4.1 Statutory Development Plan
- 4.2 National Material Considerations
- 4.3 Local Material Considerations
 - 4.3.1 World Heritage Site Supplementay Planning Document
- 4.4 Green Guide/Sports Ground Safety Authority Guidance

4.1 Statutory Development Plan

Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town & Country Planning Act 1990 requires planning applications should be determined in accordance with the statutory development plan, unless material considerations indicate otherwise. The statutory development plan for Liverpool comprises the Unitary Development Plan (UDP), which was adopted in 2002. The following design policies are relevant to the proposed development:

- **Policy GEN3 Heritage and Design in the Built Environment** aims to protect and enhance the built environment, including through preserving & enhancing historically important areas and improving them where appropriate; encouraging a high standard of design and landscaping; improving accessibility; and creating an attractive environment which is safe and secure.
- **Policy HD11 New development in Conservation Areas** establishes that planning permission will be prevented for development which fails to preserve or enhance the character of the area. Development must have a high standard of design and materials, be appropriate to the setting and context, respect the character and appearance of the area, protect important views and vistas within, into and out of the conservation area and conserve essential elements which give the area its special character.
- **Policy HD18 General Design Requirements** states that the scale, density and massing of proposed development should relate well to its locality. Developments should include characteristics of local distinctiveness e.g. design, layout, materials. New development should not detract from the city's skyline and local views within the city. There should be no severe loss of amenity or privacy to adjacent residents. External boundary and surface treatment should be included as part of the development and should be designed to relate well to its surroundings.
- **Policy HD19 Access for All** establishes that developments should include suitable provision for disabled people, giving consideration to ensuring ease of access and movement through public areas.
- **Policy HD20 Crime Prevention** encourages the incorporation of measures to provide for personal safety and crime prevention, including increasing overlooking, discouraging provision of hiding places, ensuring well designed public spaces (e.g. car parking, entrances) and making a clear distinction between public and private space.

4.2 National Material Considerations

The following considers design based policies at a national level. A detailed appraisal of national policies, including those relating to heritage, is provided in the Planning Statement. The National Planning Policy Framework (2019) includes a section on 'Achieving well-designed places'. This chapter establishes that the development of high quality buildings and places is fundamental to the planning and development process (p.124). The link between good design and the acceptability of development to local communities is established. Design is also noted as being key in establishing sustainable development (p.124).

Paragraph 127 of the NPPF states that decisions should ensure that development:

- will function well and add to the overall quality of the area;
- is visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- is sympathetic to local character and history;
- establishes / maintains a strong sense of place;
- optimises the potential to accommodate and sustain an appropriate amount and mix of development; and
- creates places which are safe, inclusive and accessible, which promote health and well-being and minimise crime and the fear of crime.

In accordance with paragraph 131, great weight should be given to outstanding or innovative designs which help raise the standard of design more generally in an area, so long as it accords with the overall form and layout of its surroundings.

Planning Practice Guidance (PPG) (2014 and updated) establishes the role of Design & Access Statements in setting the narrative for the design approach and design rationale for the scheme. These statements demonstrate how the local character of an area has been taken into account and how design principles will be applied to achieve high quality design. Concisely, the statements should set out how proposals are a suitable response to the site and its setting, taking account of baseline information. PPG references the National Design Guide (2019), which sets out the key principles of good design.

The National Design Guide provides details of the ten characteristics of well-designed places, which work together to create a physical Character, sustain a sense of Community and address environmental issues affected by Climate. The ten characteristics are:

- Context - enhancing the surroundings
- Identity - attractive and distinctive
- Built Form - a coherent pattern of development
- Movement - accessible and easy to move around
- Nature - enhanced and optimised
- Public spaces - safe, social and inclusive
- Uses - mixed and integrated

- Homes and Buildings - functional, healthy and sustainable
- Resources - efficient and resilient
- Lifespan - made to last

The Government has also issued an interim report on its Building Better, Building Beautiful Commission. The interim report, Creating Space for Beauty was published in July 2019. The purpose of the Commission is to address the challenge of poor quality design and build of places across the country. Beauty should be seen in Buildings (windows, height, space and materials); Places (nature of streets, squares and parks) and being Beautifully Placed (sustainable settlement patterns and siting). There are 30 proposed policy directions with more engagement due before the Commission reports further.

4.3 Local Material Considerations

Liverpool is preparing a new Local Plan, which was been submitted for examination in May 2018. The following policies of the Submission Draft (May 2018) are relevant to the design of the proposed development:

- Policy CC10 Waterfront Design Requirements establishes that development on the waterfront must be of a high quality design which respects its historic surroundings, whilst making adequate provision for access, parking and servicing. This includes protecting the character, setting, distinctiveness and Outstanding Universal Value (OUV) of the World Heritage Site (WHS).
- Policy UD1 Local Character and Distinctiveness establishes that development proposals should demonstrate that several aspects have been taken into account, including local grain and pattern of development; means and pattern of enclosure; patterns of movement and street character; materials, colours, tones and textures; relationship to topography; the need to preserve and improve views into and across development; heritage assets; and focal buildings and landmarks.
- Policy UD2 Development Layout and Form states that development proposals should demonstrate that the following are taken into account: the hierarchy of streets and spaces; form, height, scale and massing; the need to reduce opportunities for crime; the need to promote physical activity; the creation of active frontages; and the establishment of sufficient sunlight and daylight.
- Policy UD3 Public Realm requires public realm design to reinforce and complement local distinctiveness; be based on a clear rationale of the function of an area; establish a primacy of pedestrians and cyclists over vehicles; incorporate historically important features; incorporate strong inclusive design principles; minimise physical barriers and visual clutter; minimise risk of criminal activity and perception of insecurity; incorporate appropriate street lighting and signage; and encourage physical activity.
- Policy UD4 Inclusive Design states that development proposals should meet the highest standards of accessibility, safety and inclusion to ensure development can be used safely and easily. The principles of inclusive design, including the specific needs of disabled people, should be integrated into the development.
- Policy UD5 New Buildings lists a series of criteria for new design proposals, including that buildings are robust and adaptable; orientation and micro-climate issues have been considered; materiality, tone and texture of an area are reflected in the design; the building aids legibility; adequate sound attenuation is provided; building design is resource and energy efficient; and it provides appropriate levels of car and cycle parking and servicing provision.
- Policy TPE Walking and Pedestrians seeks to ensure that design development layouts are fully accessible and designed to encourage walking by providing direct pedestrian routes following future and existing desired lines.

Supplementary Planning Documents

The Design for Access for All Supplementary Planning Document (SPD) (2010) provides guidance on producing positive and inclusive development. New buildings must be positioned and designed to achieve an accessible approach. The document draws attention to best practice in the design of the internal and external environment in terms of making buildings and external spaces accessible to, and useable by disabled people. The document advises developers how to integrate inclusive design principles into their planning proposals, promoting a high quality and inclusive environment for all, irrespective of age, gender, mobility or impairment.

4.3.1 World Heritage Site Supplementary Planning Document

The World Heritage Site Supplementary Planning Document (SPD) (2009) provides guidance for protecting and enhancing the Outstanding Universal Value (OUV) of the Liverpool Maritime Mercantile City World Heritage Site (WHS), whilst encouraging investment and development which will secure regeneration for the area. The SPD aims to provide guidance which will harmonise the differing priorities for regeneration and conservation (para 1.1.1).

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

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

The SPD recognises that different parts of the WHS are undergoing different types of development pressure. Within the Central Docks / Liverpool Waters area, the SPD notes that the regeneration of this part of the WHS requires significant amounts of private investment, without which the tangible cultural heritage in this area will continue to deteriorate (para. 1.3.2).

Design

The SPD requires applicants to undertake analysis and assessment to demonstrate a clear understanding of the characteristics of their site and its surroundings, in order to show that the proposed design has responded to the characteristics and OUV of the area, in terms of materials, layout, massing, details and height (para. 4.2.3). In addition, applicants must assess the impact of proposals on the OUV of the WHS.

The SPD aims to:

- Ensure that new developments in the WHS reflect the inherited patterns of local architectural diversity and unique townscape of each character area (para. 1.6.3);
- Ensure that the setting of the WHS is protected and that new development respects the visual and historic context in which it is located (para. 1.6.3);
- Encourage economic regeneration through high quality new buildings (para. 1.6.3);
- Contemporary design is also encouraged, providing that it meets best practice for urban design (para. 1.6.3), which includes respecting, responding to and enhancing the highly sensitive and important historic context (para. 4.2.12);
- Ensure that new developments achieve high standards in terms of design, materials, architectural quality and innovation (para. 4.2.11); and
- Emphasise the need for quality architecture, which is grounded in an understanding and design concepts, which are informed by the context to the site (para. 4.2.12).

4.4 Green Guide/Sports Grounds Safety Authority Guidance

The Guide to Safety at Sports Grounds, or Green Guide, is published by the Sports Ground Safety Authority (SGSA) and is now in its sixth edition. It provides best practice guidance for the construction, renovation, and operation of stadia. It is considered the benchmark guidance world-wide and is the product of lessons learned from UK stadium tragedies such as Ibrox in 1971 and Hillsborough in 1989.

The Green Guide covers a broad range of topics related to stadium design, including:

- Capacity
- Operations and event management
- Design of stairs and circulation spaces
- Concourse sizes and escape clear widths
- Design of fences, guardrails and handrails
- Design of seating areas and minimum standards for spectator comfort
- Provision of medical and first aid facilities

The proposed scheme is aligned with the guidance of the Green Guide and early engagement with the SGSA has informed the design of key design elements such as the seating bowl and stairs.

The Green Guide is not a policy in and of itself, nor does it form part of any British Standard or Building Regulation. Rather, it reflects and compiles in one place the best-practice requirements of these documents. For some elements, the Green Guide is more onerous than the Approved Documents of the Building Regulations. Compliance with the guide is also important for licensing. The regulatory force of the Green Guide is described on page 22 as such:

“The Guide has no statutory force but many of its recommendations will be made statutory at individual grounds where safety certificates are in force under either the Safety of Sports Grounds Act 1975, the Safety of Sports Grounds (Northern Ireland) Order 2006, or the Fire Safety and Safety of Sports Act 1987.

The advice given in this Guide is without prejudice to, and does not take precedence over the application of the appropriate and most up-to-date Building Regulations, the Health and Safety at Work etc. Act 1974 and any other relevant legislation.”

“The primary objective of the Guide is to provide guidance to ground management, technical specialists such as architects and engineers, event organisers and representatives of all relevant authorities, in order to assist them in the assessment of how many spectators can be safely accommodated within a sports ground.”

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5.0

Consultations

- 5.1 Historic England & Liverpool City Council
- 5.2 Building Control & Sports Grounds Safety Authority
- 5.3 Other Stakeholders
- 5.4 Public Consultation

5.1 Historic England & Liverpool City Council

The National Planning Policy Framework (NPPF, 2019) establishes that early engagement has significant potential to improve the efficiency and effectiveness of the planning process. ‘Good quality pre-application discussion’ is identified as creating improved outcomes for the community (para. 39). This is reiterated in the Council’s Statement of Community Involvement (2013).

Following the selection of Bramley-Moore Dock as the site for the new stadium, the Club initiated a programme of meetings with Historic England (HE) and Liverpool City Council (LCC) planning, highways and conservation officers. The purpose of the meetings was to establish a platform for the Club to receive the views of HE and LCC regarding the heritage elements on site, and for the Club to share its plans for the new stadium project to preserve those elements and to regenerate Bramley-Moore Dock as a newly accessible asset to the public realm.

During this early engagement with statutory consultees and key stakeholders, the design progressed to take account of the feedback received.

There were several areas where the engagement and input from HE and LCC guided and shaped the proposed design solution:

- Methodology for site assessment
- Confirmation regarding dock infill methodology principles
- Water channel and new retaining wall to the eastern edge of the channel
- Public realm design and materiality
- Stadium Materiality - providing valuable input on the brick tone to be integrated within the Stanley Dock Conservation Area, and the colour of the facade metal panels; and on the expression of the solidity of the stadium base as it meets the ground
- Regent Road wall openings - guiding to a solution which would limit the visual impact on a Grade II listed structure
- Carpark massing and materiality

DATE	AGENDA	HISTORIC ENGLAND (HE) ATTENDEES	LCC ATTENDEES
01/05/2017	STAGE 1 INAUGURATED		
11/05/2017			
	<ul style="list-style-type: none">• EFC HISTORY• HERITAGE CONTEXT• BRAMLEY-MOORE DOCK CONTEXT• PRECEDENTS• INITIAL SCHEME OPTIONS (ILLUSTRATIVE IMAGES)	NIGEL BARKER-MILLS	PETER JONES
17/06/2017			
	<ul style="list-style-type: none">• HERITAGE CONTEXT• SITE SURVEYS• EMERGING DESIGN PRINCIPLES• DOCK INFILL METHODOLOGY• CONFIGURATION OF STADIUM• CONSEQUENTIAL OPERATIONAL IMPACTS	NIGEL BARKER-MILLS	N/A
24/07/2017	STAGE 2 INAUGURATED		
26/07/2017			
	<ul style="list-style-type: none">• SITE VISIT• HERITAGE CONTEXT• SITE SURVEYS• DOCK INFILL METHODOLOGY• CONFIGURATION OF STADIUM• CONSEQUENTIAL OPERATIONAL IMPACTS• VIEWS TO WHS	HE ADVISORY COMMITTEE	PETER JONES
31/08/2017			
	MEIS/BURO HAPPOLD EMAILED RESPONSE TO HISTORIC ENGLAND QUESTIONS REGARDING: <ul style="list-style-type: none">• DOCK WALL PRESERVATION (STADIUM LEVEL 0 ELEVATION)• STADIUM HEIGHT (IN RELATION TO TOBACCO WAREHOUSE)• CAR PARK• STADIUM ORIENTATION	NICK COLLINS EMAIL TO HE	N/A
02/11/2017			
	<ul style="list-style-type: none">• DESIGN UPDATE (ILLUSTRATIVE IMAGES AND VISUALIZATIONS)• STADIA PRECEDENTS• MATERIALITY STUDY	NIGEL BARKER-MILLS ANNA BOXER	PETER JONES

Figure 5.1.1: Engagement with HE and LCC Chart

DATE	AGENDA	HISTORIC ENGLAND (HE) ATTENDEES	LCC ATTENDEES
01/02/2018	STAGE 2 REDESIGN (NEW CLUB BRIEF)		
19/12/2018			
	<ul style="list-style-type: none"> ALTERNATIVE SITES 	N/A	PETER JONES PLANNING POLICY TEAM LEADERS
06/12/2019			
	<ul style="list-style-type: none"> PROJECT RESTART 	CATHERINE DEWAR	N/A
28/01/2019			
	<ul style="list-style-type: none"> HERITAGE SURVEYS METHODOLOGY 	N/A	PETER JONES GRAEME IVES
07/02/2019			
	<ul style="list-style-type: none"> DESIGN UPDATE (ILLUSTRATIVE IMAGES AND VISUALIZATIONS) 	CATHERINE DEWAR MARIE SMALLWOOD	SAM CAMPBELL PETER JONES
08/03/2019			
	<ul style="list-style-type: none"> ENABLING WORKS DOCK INFILL METHODOLOGY HYDRAULIC TOWER REPAIRS TO DOCK WALLS WATER CHANNEL BRIDGING THE DOCK 	MARIE SMALLWOOD	N/A
16/04/2019			
	<ul style="list-style-type: none"> PUBLIC REALM AND LANDSCAPING 	CATHERINE DEWAR MARIE SMALLWOOD	GRAHAM GARNETT PETER JONES GRAEME IVES
24/04/2019			
	<ul style="list-style-type: none"> TOWNSCAPE & VISUAL IMPACT METHODOLOGY 	N/A	PETER JONES GRAEME IVES
08/05/2019			
	<ul style="list-style-type: none"> DESIGN RATIONALE 	MARIE SMALLWOOD	N/A
08/05/2019			
	<ul style="list-style-type: none"> INCLUSIVE DESIGN 	N/A	PETER JONES GRAHAM GARNETT
22/05/2019			
	<ul style="list-style-type: none"> ALTERNATIVE SITES ASSESMENT 	MARIE SMALLWOOD EMILY HYRCAN	PETER JONES
05/06/2019			
	<ul style="list-style-type: none"> CAR PARKING 	MARIE SMALLWOOD	N/A

DATE	AGENDA	HISTORIC ENGLAND (HE) ATTENDEES	LCC ATTENDEES
10/06/2019			
	<ul style="list-style-type: none"> CAR PARKING DESIGN RATIONALE 		PETER JONES SAM CAMPBELL
27/06/2019	STAGE 3A		
10/07/2019			
	<ul style="list-style-type: none"> MATERIALITY 	MARIE SMALLWOOD	PETER JONES SAM CAMPBELL GRAEME IVES
17/07/2019			
	<ul style="list-style-type: none"> ENABLING WORKS DOCK INFILL METHODOLOGY ARCHEOLOGICAL IMPACT 		PETER JONES DOUG MOIR (MEAS)
29/07/2019			
	<ul style="list-style-type: none"> ALTERNATIVE SITES 	MARIE SMALLWOOD EMILY HYRCAN	PETER JONES
14/08/2019			
	<ul style="list-style-type: none"> MATERIALITY 		PETER JONES SAM CAMPBELL JAMES SIMMINS
28/08/2019			
	<ul style="list-style-type: none"> MATERIALITY ALTERNATIVE SITES 	MARIE SMALLWOOD CATHERINE DEWAR	PETER JONES GRAEME IVES
10/09/2019			
	<ul style="list-style-type: none"> LIGHTING HYDRAULIC TOWER 		GRAEME IVES
16/10/2019			
	<ul style="list-style-type: none"> LANDSCAPING ARTEFACTS ASSESMENT REGENT ROAD OPENINGS 	MARIE SMALLWOOD	GRAEME IVES PETER JONES
22/10/2019			
	<ul style="list-style-type: none"> ALTERNATIVE SITES 		PETER JONES PLANNING POLICY TEAM LEADERS
25/10/2019			
	<ul style="list-style-type: none"> PV CANOPY WIND MITIGATION MATERIALITY 	MARIE SMALLWOOD	PETER JONES

Figure 5.1.1: Engament with HE and LCC Chart (cont.)

5.2 Building Control & Sports Grounds Safety Authority

Officers at Liverpool City Council Building Control (LCC-BC) have been engaged since 2017 to help advise on regulatory design matters. This engagement included the participation of the Sports Grounds Safety Authority (SGSA) at several meetings relative to stadium design specific items. Engagement has been held on a regular basis to date and will continue to evolve and develop through the technical design phases.

This below section is not exhaustive of all the items discussed and summarises the key items discussed with LCC-BC, and SGSA where applicable, through design sessions including Meis Architects, Pattern Design and BuroHappold Engineering.

Bowl Design

The Green Guide 6th Edition, published in 2018 (GG) and British Standards BS EN 13200-1:2012 have been the guides and regulations followed.

Seats per row

An exceedance of the 28 seats per row recommended by GG has been considered acceptable provided the 8-minute maximum egress time from the bowl is proven. This exceedance only occurs at limited conditions due to the bowl geometry. Many of these conditions occur at the top of the seat aisles in the last row of seating, which LCC-BC considered acceptable as long as there is a full row under these seats.

Sightlines

The proposed design provides a c90mm minimum at the lower bowl and at all wheelchair positions, while the upper bowl will have a c60mm minimum. Both the Green Guide 6th Edition and BS EN 13200-1:2012 recommend a minimum of c90mm throughout, though this has been discussed with LCC-BC and SGSA and they will provide a derogation provided the quality of the view of the spectator is not compromised.

Seat spacing

These have been planned to better the minimum 450mm seat spacing required in the BS EN 13200-1:2012 by providing 460mm seat spacing for all the general admission seating, and minimum of 500mm for the hospitality provision.

Row depths

The majority of the bowl provides 750mm row depths in exceedance of the 700mm minimum dictated by the regulations, with some hospitality areas designed to 800mm row depths. The initially considered 700mm rows were then developed to 750mm row depths which allows for (three) treads in the radial gangways to achieve the minimum 250mm established in the BS EN 13200-1:2012 which was considered acceptable. This allows for the bowl tiers to stand steep within the regulations and add to the atmosphere of the match experience.

Safe Standing

The bowl has been designed to be able to accommodate safe standing in the lower tier at both the Home Stand and the North Stand including the Away supporter section, should the current legislation change and allow it in EPL Stadia. The 750mm row depths will allow for two 350mm deep rows acceptable per GG & BS EN 13200-1:2012 and provide for safe standing rails to be installed maintaining the same capacity on a ratio of 1:1.

Away Supporters Segregation Principles

Away section area provides a step aisle between home and away supporters which will be occupied by stewards during a match. The away concourse is fully segregated with its dedicated access and egress routes. The home supporter tier at the Northeast corner overhangs the away supporter section. It was accepted that the front rows of the home upper tier at this location will be left vacant if required by safety reasons, matching the current strategy followed at Goodison Park.

The Club had asked for the flexibility to provide seating for home supporters should the away supporter section not be at capacity on certain fixtures. The proposed scenarios providing a full circulation segregation between home and away supporters were accepted in principle and allow additional home supporters to occupy upper sections of the lower tier seating and use the home concourse level (at level 02) where the stairs have been designed to account for an added capacity load.

Expansion for FA cup matches was presented and agreed in principle. The different splits of away supporters during FA cup matches (up to 15% of the Stadium's total capacity) was accepted provided an adequate provision of toilets and concessions, and confirming horizontal access to other egress stairs and doors in the dividing partitions between home and away supporters will be provided to allow for safe egress should an alternative egress route be required.

	 GREEN GUIDE 6TH EDITION	 BRITISH STANDARDS BS EN 13200-1:2012	PROPOSED STADIUM
min. seat spacing - seated	500mm	450mm	460mm
min. row depth - seated	700mm	700mm	750mm
min row depth - standing	350mm	350mm	350mm
min. sightline	C=90mm	C=90mm	C=60mm
radial gangways - min going	280mm	250mm	250mm
radial gangways - max riser	190mm	200mm	152mm
max. seats per row	28	40	28
max. steepness - seated	35°	35°	33°

Figure 5.2.1: GG & BS Comparison Chart

Toilet Provision

The overall general admission provision will be based on a Performance Standard rather than a set prescriptive standard. This Performance Standard addresses 40% of the general admission capacity to be served without queues within the 15-minute half time interval. This will result in a provision higher than the UEFA standards, but below the BS 6465.

The ratios considered and agreed to with SGSA and LCC-BC is that of 70% male supporters and 40% female supporters on the general admission areas, and 50% male supporters and 50% female supporters in hospitality. At these hospitality areas the provision will be based on the BS 6465.

Stair Design

To the extent possible the design has tried to maintain a consistent number of risers per stair flight as the preference indicated by LCC-BC as users get used to a stair rhythm. Given the Stadium conditions (different site level elevations, floor elevations, clear headroom heights, stair access point) this was proven to be challenging. Several options were presented where more than 12 risers achieved more consistent stair runs between levels, but this was discarded, as the preference was to maintain full compliance with the code requirements having all stairs have a maximum number of 12 risers.

Structural engagement

BuroHappold Engineering met with structural representatives from LCC-BC. The key components of the structural philosophy were described and discussed; including stability, ground conditions, foundations, materiality, durability, robustness and long-span roof structures. As the project progresses, a formal programme will be agreed for the submission of the calculation set that will be strictly adhered to.

Fire Strategy Engagement

BuroHappold Fire Engineering, along with Meis Architects, have been engaging with Building Control on a monthly basis to present the principles of the fire strategy.

The evacuation times and flow rates for the bowl will be based on Green Guide 6th Edition with the hospitality designed to evacuate in line with the recommendations of BS 9999. It has been agreed that a phased / managed evacuation strategy is acceptable for different fire separated zones.

Fire-fighting access principles and hydrant strategy are established such that access is afforded via four fire-fighting cores to the main stadium and perimeter vehicular access. A secondary access route to the site has been agreed to reduce the conflict of vehicular access with crowd flows. Additional dry riser outlets have been agreed to the concourses to facilitate extended hose laying distances from the fire-fighting cores.

Initial external fire spread assessments have been discussed with LCC-BC in regards to the North Stand and discussions regarding the fire resistance of this area are ongoing.

Regarding the use of the materials on the façade LCC-BC are in agreement that materials should remain in place in the event of a fire for a reasonable period of time owing to occupants exiting the building who will need to pass underneath/in close proximity to the North and South façade windows. On this basis the use of polycarbonate was deemed not suitable for these areas and glass has therefore been considered.

Most recently the wind mitigation proposals have been presented and how they impact on the fire strategy and fire safety provisions to maintain the previously agreed principles. The fire strategy remains as stated above with the West stand discharging beneath the car park via a place of relative safety with mitigation measures in place to prevent the final exits from the stand becoming compromised.

MEP (Mechanical, Electrical & Plumbing) engagement

BuroHappold MEP, along with Meis Architects, have been engaging with LCC-BC on a frequent basis supporting the present principles of the fire strategy through the MEP related systems.

The fire alarm strategy has been developed with the view of operating in two scenarios, Match Day and Non-Match day fire alarm coverage. The proposed design will ensure adequate functionality in each scenario complying with BS5839.

The PA/VA system will be developed to provide the appropriate audio coverage for Ad-Hoc personal annotation through the Public Address and pre-recorded Voice Alarm to notify the public in a safe and controlled manner ensuring compliance with EN54, BS EN 60849 and BS5939.

It has been agreed with LCC-BC the above-mentioned systems and other life safety critical supplies will be in line with BS 9999 recommendations.

5.3 Other Stakeholders

Stemming from the Club’s commitment to moving forward in collaboration with Club supporters and the Liverpool community, the Club initiated a series of public consultations to receive feedback regarding the design of the stadium bowl, new public plaza of the stadium site, and legacy development for Goodison Park.

Other stakeholders & consultees with whom the Club have met include:

- Environment Agency
- Merseyside Police
- Civil Aviation Authority
- National Counter Terrorism Security Office
- City of Liverpool Corporate Access Forum
- LCC Highways
- Highways England
- Merseytravel
- Places Matter Design Review Panel
- United Utilities
- Network Rail
- Merseyrail
- Merseyside Environmental Advisory Service (MEAS)
- Natural England
- Highways England

The NPPF states that: *‘Local planning authorities should ensure that they have access to, and make appropriate use of, tools and processes for assessing and improving the design of development. These include workshops to engage the local community, design advice and review arrangements. These are of most benefit if used as early as possible in the evolution of schemes, and are particularly important for significant projects... In assessing applications, local planning authorities should have regard to the outcome from these processes, including any recommendations made by design review panels’* (para. 129).

Planning Practice Guidance establishes the requirements for an effective design review and confirms that development proposals need to show how they have considered and addressed the recommendations of the Design Review (Paragraph: 017 Reference ID: 26-017-20191001).

A Places Matter Design Review was undertaken on the 10th December 2019. A site visit and subsequent presentation took place, followed by discussion with the Panel. This Design & Access Statement has been amended following the review to provide more detail on certain areas, including the stadium approach (Section 11.8).

Detailed consultation has also taken place with Merseyside Police, LCC Highways and Access Officers, Merseytravel, Merseyrail and other public transport service providers, in order to confirm the access strategy for the proposed development. Further information regarding this consultation is provided in the submitted Transport Assessment.

Further details of consultation with the above consultees is detailed in the submitted Environmental Statement.

5.4 Public Consultation

Details of the public consultation are contained within the submitted Statement of Community Engagement (SCE). The SCE also details the fan engagement which has taken place. In summary, the Club undertook two stages of public consultation:

Stage 1: November 2018 to December 2018

Stage 2: July 2019 to August 2019

The first stage of consultation focused on the principle of the Club relocating from Goodison Park to Bramley-Moore Dock and the preliminary ideas for the reuse of Goodison Park. The second stage of the consultation presented the emerging designs for the new stadium; included details of the event day transport strategy; provided information regarding the heritage assets on the site; and presented the emerging illustrative masterplan for the GPLP.

Both consultations asked a series of questions to gather attendees' views of the proposals. These responses were then analysed and fed into the design process. Both consultations involved a roadshow, which travelled around the City Region, providing the opportunity for people to read the consultation material, ask questions of the design team, complete a questionnaire and, for the second stage consultation, use Virtual Reality goggles to view the new stadium proposals.

As well as the roadshow, both stages of the consultation involved a project specific website, postal questionnaires, workshops, social media advertising and extensive newspaper coverage, at local and national level, in order to maximise awareness of the consultations.

Over 20,000 people responded during the first stage public consultation. The headline findings are as follows:

- 97% of respondents stated that it was important for Everton Football Club to remain in the City of Liverpool
- 86% of respondents stated that Everton should remain in North Liverpool
- 94% of respondents stated that BMD was an appropriate location for a new football stadium

Over 43,000 people participated in the second stage consultation. Key findings relating to BMD were as follows:

- 98% of respondents supported / strongly supported the proposed stadium design
- 96% of respondents supported / strongly supported the proposed reuse of historic features on the site
- 90% of respondents supported / strongly supported the proposed transport strategy

In addition to the closed questions asked, the surveys also allowed respondents to provide written answers. Overall, 2,739 positive comments were made in relation to the proposed design of the stadium specifically. In comparison, only 187 comments were negative in relation to the proposed design of the stadium.

In total, 859 comments made suggested changes to the stadium design. These comments can be grouped into the following themes:

- Suggested changes to the proposed signage
- Internals: comments regarding seating and stands
- Car Park design
- Roof Structure / provision of adequate shelter
- Location within the site
- Heritage: Club statues at Goodison Park, request for a Church to be built, Club history e.g. Archibald Leitch and Rupert's Tower
- Facilities: provision of a better fan zone and tourist attractions
- Materials: use of bricks, use of lighting

In terms of the proposed materials, there were 145 comments which referenced the brickwork. Of these comments, 63% (91 comments) were positive and 16% (23 comments) were negative. The remainder were queries or suggestions about the use of brick.

One of the key features of the proposed stadium is the proximity of the seats to the pitch, due to the rake of the stands. In total, 129 comments were made which referenced the proximity of the stadium to the pitch. Of these, 47% (60 comments) were positive and 2% (3 comments) were negative. The remainder were suggestions relating to pitch proximity.

Respondents were asked whether in light of the information provided about The People's Project and its potential impacts and benefits, they would prefer to continue with The People's Project or leave the dock in its current state.

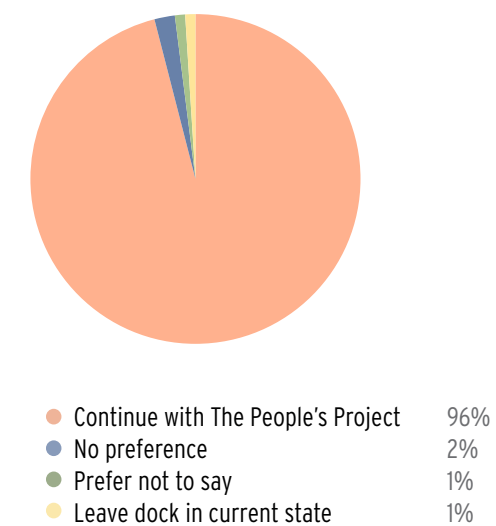
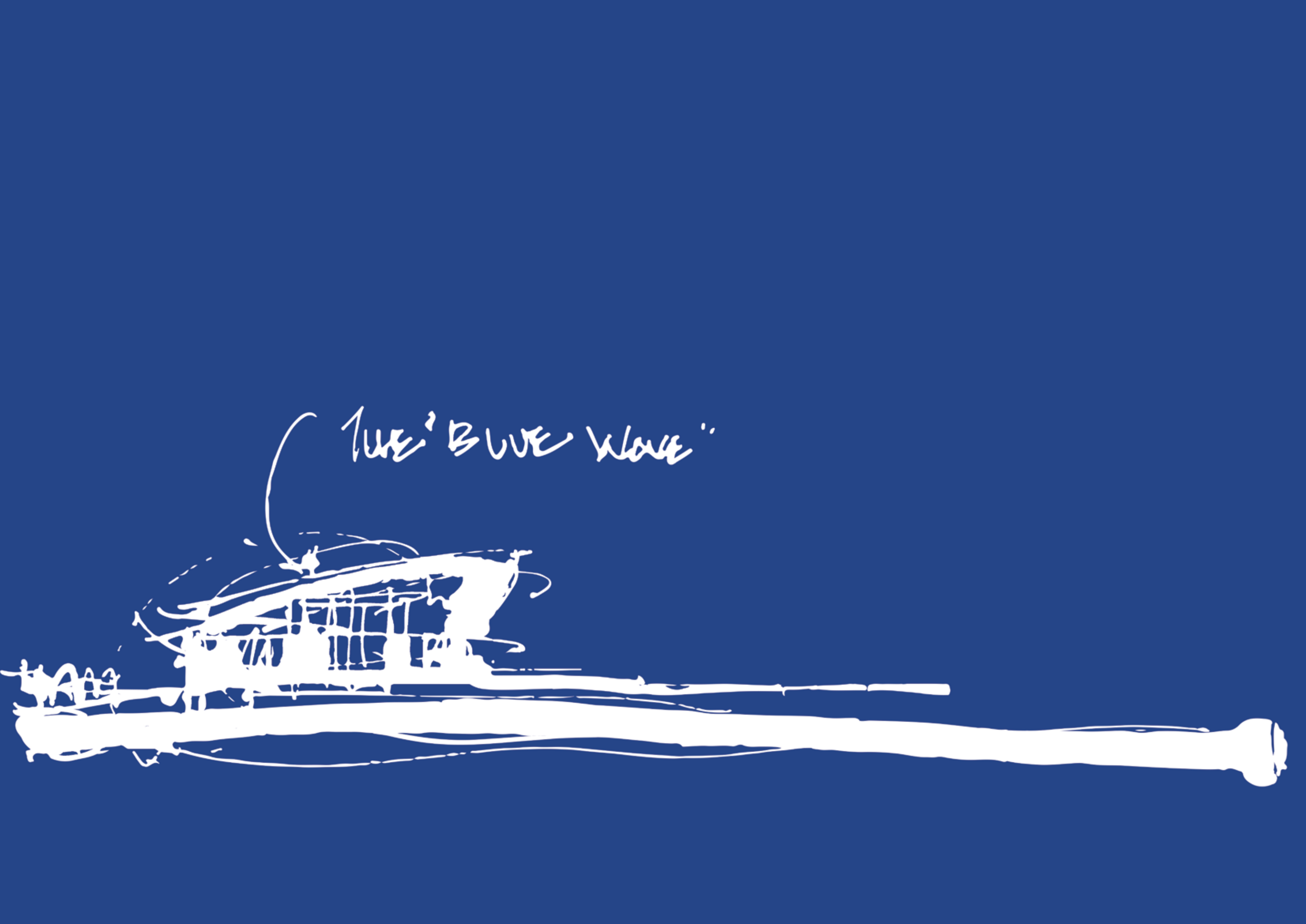


Figure 5.4.1: Public Consultation Respondents Chart

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THE BLUE WAVE

6.0

Design Evolution

6.1 Design Principles

6.1.1 Initial Design Brief

6.1.2 Second Design Brief

6.1.3 Third Design Brief

6.2 Walton Hall Park: Initial Feasibility Study

6.2.1 Walton Hall Park: Monolith Scheme

6.2.2 Walton Hall Park: Canopy Scheme

6.2.3 Walton Hall Park: Supertruss Scheme

6.2.4 Walton Hall Park: Window Scheme

6.3 Commonwealth Games Feasibility Study

6.4 Timeline of Design Evolution

6.5 Assessing Heritage Value

6.5.1 Design Approach to Heritage

6.6 Distant Views

6.7 Water Channel

6.8 Interaction with Hydraulic Tower

6.1 Design Principles

In addition to taking account of the heritage sensitivities of the site (WHS, Conservation Area and presence of listed structures), the architectural design of the project also reflects the Principles of the current Club Brief, which themselves grew out the requirements of the first and second Design Briefs issued over a period of three years.

Some Principles remain unchanged between the first and third briefs. One of these is the Club directive to create a venue with state of the art, technically advanced football facilities to maximise team performance. Another of these is the directive to integrate inclusive design as a foundational element of the venue, such that modern accessibility requirements are exceeded and the new stadium reflects the Club's history as an inclusive institution.

Other Principles reflect the evolution of briefs over time, and in particular the considerations that emerged with the identification of Bramley-Moore Dock as the Club's preferred relocation site. An example of this is the requirement for the project to be a sustainable community asset; in the setting of BMD, the notion of sustainability encompasses the preservation of existing heritage elements, such that these can be enjoyed and made accessible for future generations.

Other principles reflect certain considerations which are no longer relevant and therefore not part of the current club brief described in section 2. These include the requirements of the second brief for the stadium to accommodate an athletics track and facilities for the Commonwealth Games, which also informed stadium capacity at the time.

6.1.1 Initial Design Brief

In January 2015, the Club issued an initial Design Brief to MEIS. The Design Brief focused on six themes for any new stadium for the Club: football, atmosphere, sustainability, community, design and hospitality. The Design Brief did not specify a site or a budget.

The following six themes as articulated below guided the initial design concept:

Football: An inspirational stadium in which to play football. A 'state-of-the-art' playing surface supported by the best available preparation, treatment, changing and post-match player facilities.

Atmosphere: The most atmospheric stadium in world football; an inspirational, exciting and intimidating arena; a place where only Evertonians want to play.

Sustainability: '365 day' sustainability - a stadium that provides broad revenue streams beyond matchdays from commercial facilities dictated by the needs of the local economy and community.

Community: A community stadium owned, used and loved by the Everton family; an integral part of its neighborhood; the People's stadium.

Design: An iconic, 'talked-about' stadium which accentuates the Club's tradition for innovation and leadership.

Hospitality: A truly unique entertainment experience which presents fans and their guests with the opportunity to enjoy exciting, contemporary, hospitality. An environment that facilitates a new and innovative approach to sports-based hospitality.

6.1.2 Second Design Brief

In Spring 2017, with the support of Liverpool City Council, Bramley-Moore Dock was identified as a potential site for an athletics venue for the 2022 Commonwealth Games. To that end, the Club commissioned a feasibility study of phasing the stadium construction to temporarily accommodate an athletics mode during the 2022 Commonwealth Games.

In May 2017, a second Design Brief was issued to guide this feasibility study. The 'six themes' of the initial Design Brief remained as the governing principles of the project vision; the primary changes in the second Brief comprise the identification of Bramley-Moore Dock as the project site, and an increase to the commercial requirements of the project to reflect the additional scope of the Commonwealth Games programme.

Overall and hospitality capacities of the stadium were increased to 60,000 and 5,000 respectively, up from 50,000 and 4,000 as specified in the initial Brief. A provision for 700 on-site parking spaces was also added.

6.1.3 Third Design Brief

Following the Commonwealth Games feasibility study, the third Design Brief was issued in February 2018, in which the Club outlined eleven 'Principles of Development' of the new stadium. The 'Starting 11' Principles represent an evolution of the initial six themes, largely through the consideration of the unique heritage and historic context of Bramley-Moore Dock.

The eleven Principles stipulated that consultations with Liverpool City Council and Historic England be undertaken to ensure that the project is able to both preserve and raise awareness of the site's heritage elements. This consideration drives much of the design, from stadium orientation and position on site to the material palette of the stadium exterior.

The Club shared these eleven Principles with the public and stakeholders during the consultation process in 2017- 2018. As articulated in the initial six themes, the spaces within the stadium and without have been designed to be inclusive to all.

In relation to the third Brief, the commercial requirements of the project, from capacity to the number of parking spaces, have been reduced to yield a structure whose volume is more appropriate to the site, and provides for ample circulation and public space around its footprint.




Brief	Site / Capacity	Stadium Design / Orientation	Non-football related considerations
 <p>New Stadium Vision January 2015</p>	<ul style="list-style-type: none"> No site specified; North Liverpool preferred 50,000 total (incl. 4,600 Hospitality) 	<ul style="list-style-type: none"> North-South orientation assumed. Home End to be North End (matching the location of the Home End at Goodison Park) 	<ul style="list-style-type: none"> Stadium to be 'community hub,' capable of accommodating range of non-matchday uses.
 <p>New Stadium Vision May 2017</p>	<ul style="list-style-type: none"> Bramley-Moore Dock 60,000 total (incl. 5,000 Hospitality) 	<ul style="list-style-type: none"> North-South orientation preferred. Home End to be South End, facing city centre. Carpark for (700) spaces at West of site. 	<ul style="list-style-type: none"> Must accommodate Commonwealth Games athletics for Liverpool 2022 bid. Everton to include community use of site and strategies to maximise area regeneration opportunities.
 <p>New Stadium Key Principles February 2018 (Updated October 2018)</p>	<ul style="list-style-type: none"> Bramley-Moore Dock Minimum 52,000 total (incl. 5,000 Hospitality) 	<ul style="list-style-type: none"> North-South orientation preferred. Home End to be South End, facing city centre. Carpark for (500) spaces at West of site. 	<ul style="list-style-type: none"> Everton to include community use of site and strategies to maximise area regeneration opportunities. Historic England and LCC consulted on history and significance of site; heritage structures to be preserved; and benefit of opening the site to allow public access.

Figure 6.1.1: Comparison of Project Briefs issued by Club

6.2 Walton Hall Park: Initial Feasibility Study

Walton Hall Park was being explored by the club during the period of engagement governed by the first brief, and was used as a placeholder by MEIS to initiate design development whilst the site selection process was ongoing.

Following this initial feasibility study, Walton Hall Park was not progressed as a potential site, as it was not considered to be a suitable or realistic site by either the Club or Liverpool’s City Council. There were also concerns regarding the amount of enabling developments required to fund the scheme. Another overriding reason was the site’s allocation as public open space, and significance as a City Park serving as a key resource for the North Liverpool community. This was also reinforced by the significant weight of public opposition generated by the Club’s consultation on the site as a possible stadium location.

6.2.1 Walton Hall Park: Monolith Scheme

The new stadium was conceived as a simple rectilinear volume, incorporating verdant motifs into the facade. This scheme was ultimately discarded because the aesthetics were not considered Club-specific enough, and because the monumental roof and facade envelope would have presented a structural challenge, as well as representing a very costly quantity of material.

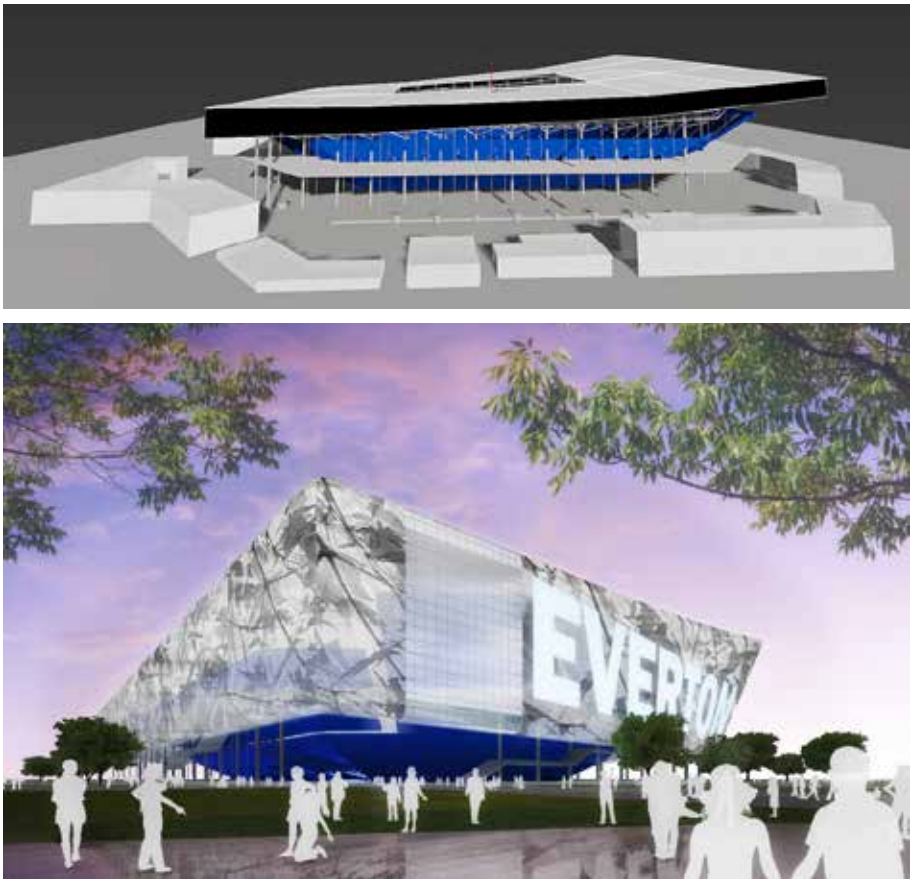


Figure 6.2.1: Monolith Scheme process images

6.2.2 Walton Hall Park: Canopy Scheme

The new stadium is conceived as a ‘pitch in a clearing in the woods.’ A tree-like network of spreading columns support a roof canopy, with the bowl largely exposed to external view. This scheme was ultimately discarded because it was not considered Club-specific enough; while this scheme was noted for its obvious link to the park site, the aesthetic was not considered to adequately reflect the Club’s heritage.

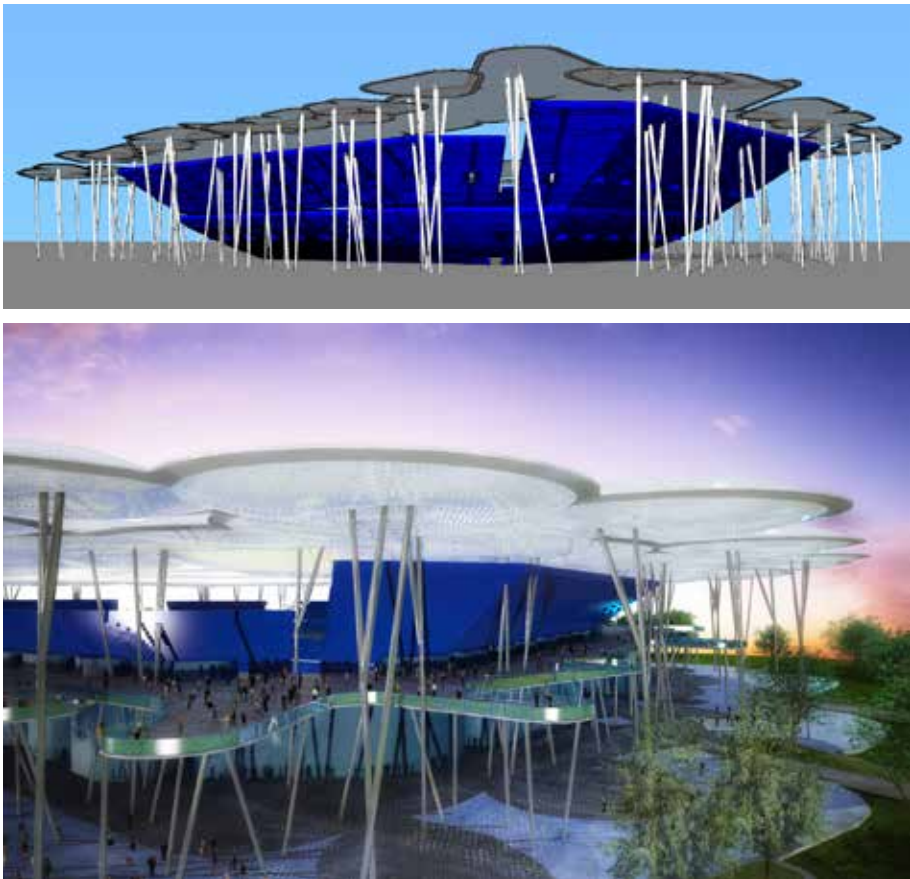


Figure 6.2.2: Canopy Scheme process images

6.2.3 Walton Hall Park: Supertruss Scheme

Inspiration is derived directly from the structural innovations of Archibald Leitch at Goodison Park. The large truss of the Goodison Road stand (below-top left, under construction in 1969) is referenced in the form of a supertruss above the Home End of the new stadium, with a more traditional exposed cantilever truss system surrounding the stadium envelope.

This scheme was progressed further than previous schemes because of its direct reference to Goodison Park; however, the structural system and facade design was considered too similar to existing English stadia, and was not considered innovative enough to adequately reflect the Club's aspirations.

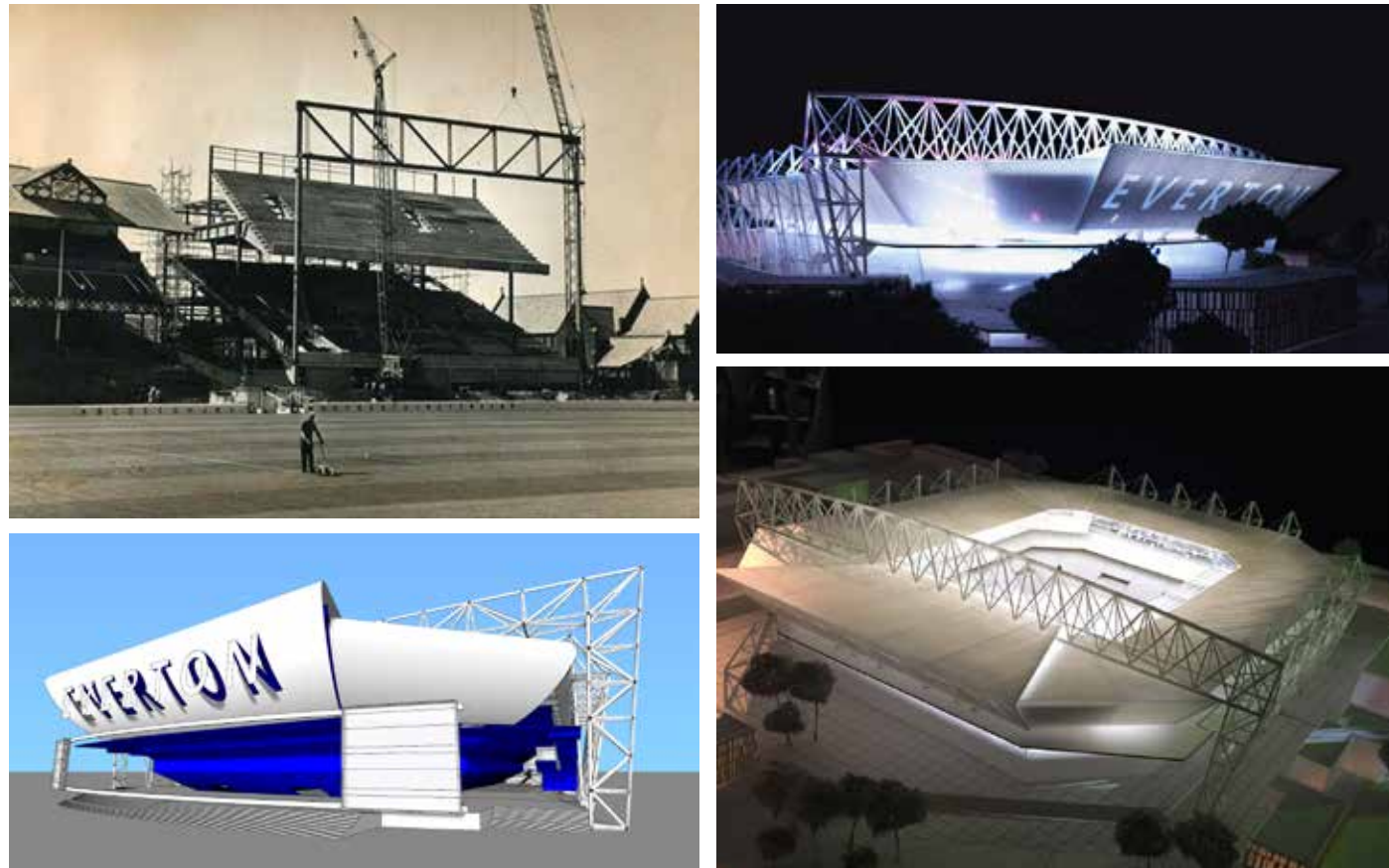


Figure 6.2.3: Supertruss Scheme process images; photograph (top left) of Goodison Road Stand under construction in 1969

6.2.4 Walton Hall Park: Window Scheme

The stadium exterior is expressed as a modern, light form enclosing a bowl that is inspired by the intimate proportions of Goodison Park. The transposition of an curvilinear exterior form around a historically-derived interior was adjudged to meet the Club's project criteria for a scheme that reflects the values of the Club itself, both steeped in history and distinguished for its spirit of innovation. This scheme was 'held', pending confirmation of site by the Club.

Following this, the club progressed with BMD as a potential new stadium site.



Figure 6.2.4: Window Scheme process images

6.3 Commonwealth Games Feasibility Study

The Commonwealth Games feasibility study at Bramley-Moore Dock focused on the phasing of construction required for the stadium to operate in multiple modes of use over time.

The Club Brief for the feasibility study specified a minimum capacity of 40,000 in athletics mode. The bowl geometry required to reach 40,000 (per Commonwealth’s athletics requirement) with an athletics surface yielded a capacity of 60,000 when closed in for football mode, which informed the working target capacity for the stadium during this period of RIBA Stage 2 design.

As the Commonwealth Games study progressed, the preferred approach became a three-phase sequence in which a football pitch and bowl would be constructed initially, followed by the installation of an elevated athletics platform to accommodate the Commonwealth Games, after which the bowl and envelope would be permanently closed in to accommodate football. An East-West stadium orientation is required in order to accommodate the dimensions of an athletics surface.

Following the announcement in September 2017 that Birmingham had been selected by the Department for Digital, Culture, Media, and Sport as the candidate city to represent England for the 2022 Commonwealth Games, all feasibility and phasing studies for the stadium at Bramley-Moore Dock were concluded.



Figure 6.3.1: Etihad Stadium (left) phased for 2002 Commonwealth Games; Hampden Park (right) phased for 2014 Commonwealth Games

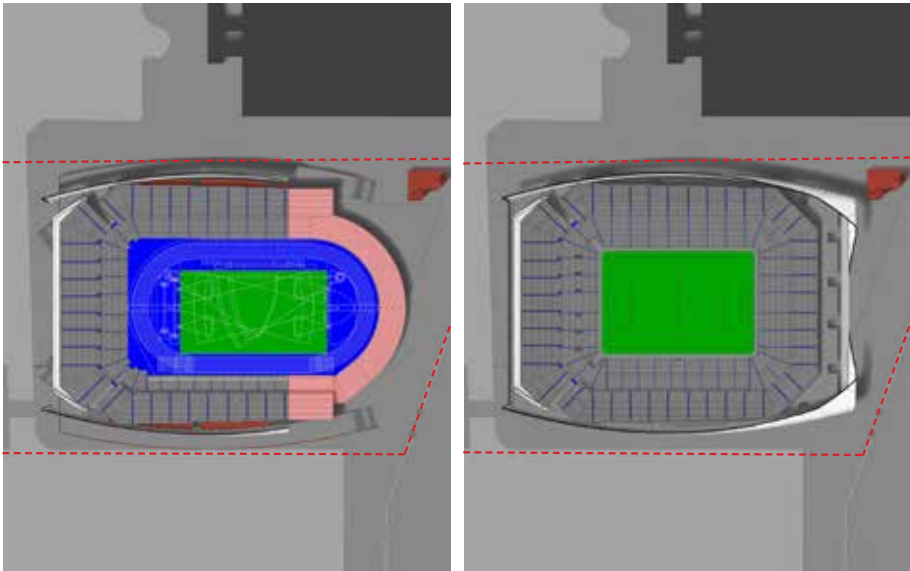


Figure 6.3.2: Athletics mode (left) and permanent football mode (right) phasing study at Bramley-Moore Dock

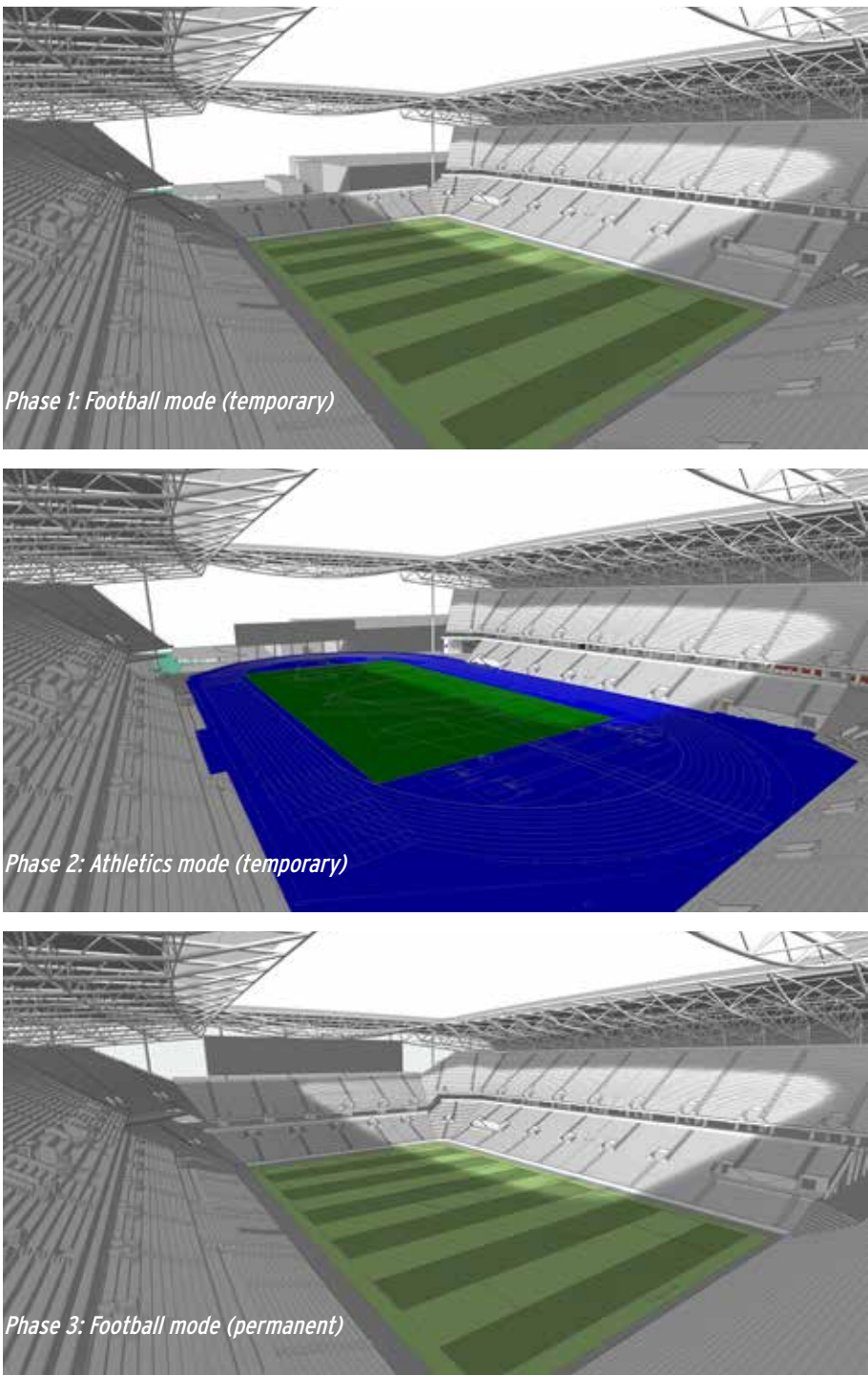


Figure 6.3.3: Bowl views of phasing

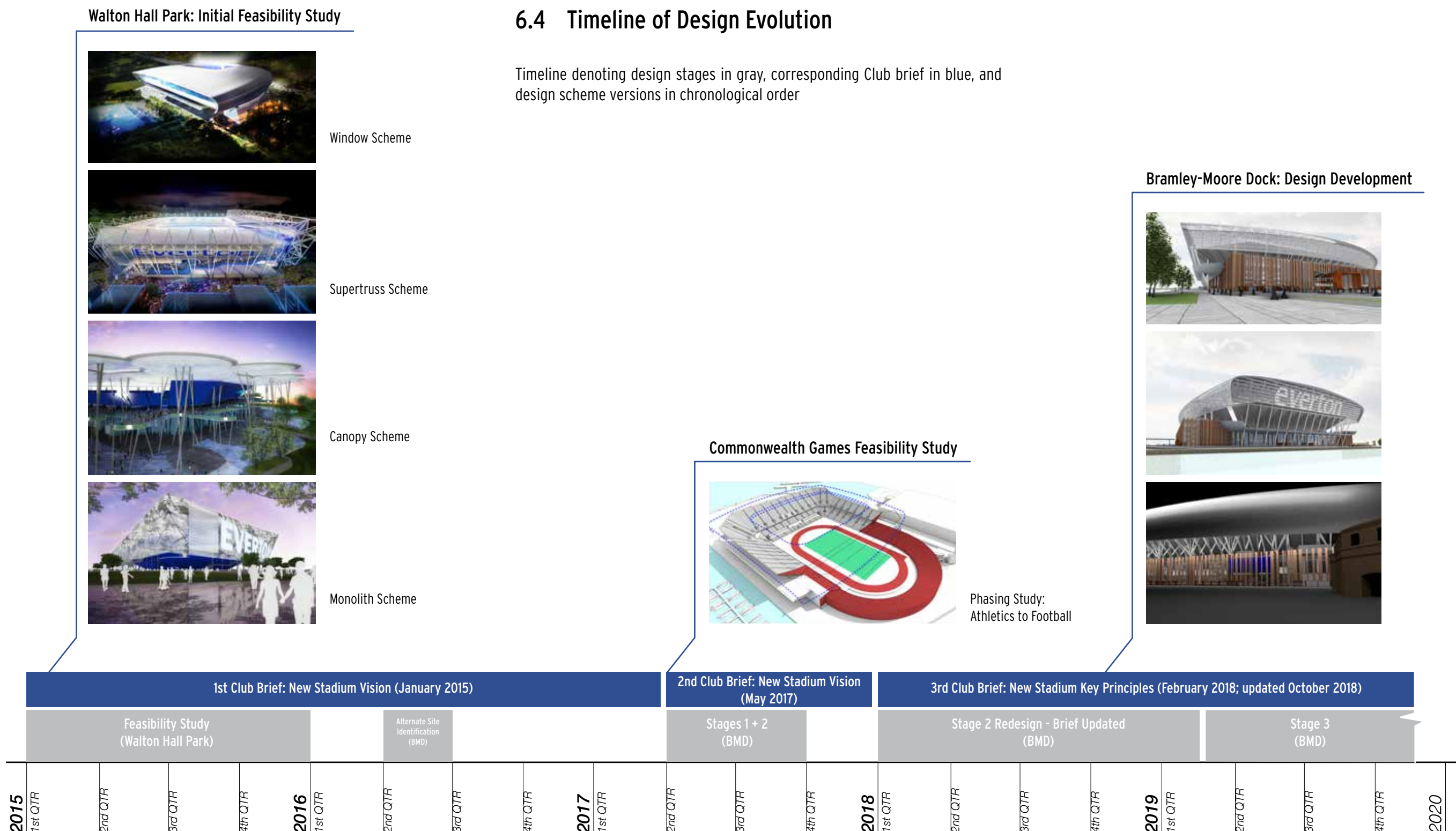


Figure 6.4.1: Project timeline

6.5 Assessing Heritage Value

In addition to the Club’s Brief and Design Principles, another crucial factor in the design process was the consideration of the heritage value of the site and surroundings. This section details the design approach to heritage and the following key drivers for the design: views of the stadium from within and outside the Conservation Area and WHS, the need to represent water connectivity and the reuse of the listed Hydraulic Tower.

Consultation with stakeholders such as Historic England and Liverpool City Council, as well as other conservation bodies, including the Merseyside civic society, and heritage consultants, have been integral to identifying key heritage considerations, and establishing design approaches with regard to the treatment of existing heritage elements.

In addition to UNESCO World Heritage Site and Historic England listing details and guidance and the Liverpool City Council World Heritage Site Supplementary Planning Document, surveys have been undertaken to map existing site topography and heritage constraints.

6.5.1 Design Approach to Heritage

The Club’s eleven Principles of Design set out the approach to heritage, the directives of which are to respect the maritime heritage of Bramley-Moore Dock, capture the features and essence of the Club’s new neighborhood, and to make features of key restored structures on site.

The design approach to heritage can be organized into three main principles: to minimise local impact (ie impact to individual artefacts), to reflect the site’s heritage in its masterplan, and to be inspired by, and respond to, the site’s context in the aesthetic design of new elements, including the stadium.

In terms of **minimising local impact**, this approach seeks first to achieve a design solution that does not alter or damage existing heritage elements where possible. If impact cannot be avoided, the approach calls for the design to be mediated such that the impact to any heritage element is not permanent, or is minimised. In either scenario, heritage elements are to be prominently featured and celebrated in the design, to draw visitors to the site and promote awareness of the history of the North Docks area.

For the dock infilling, which cannot be avoided in order to construct a stadium at BMD, minimising impact means the infilling and stadium engineering are designed in such a way that the historic dock walls are not only not damaged by the construction process, but can also be ‘recovered’ in their entirety if the stadium is dissassembled in the future and the dock is returned to its prior state as a body of water.

For the required openings in the Regent Road wall, this means creating the smallest openings possible to still provide safe access to and from the site.

In terms of **masterplanning**, the approach to heritage calls for the holistic redevelopment of the site, in particular the public realm, in a way that is sensitive to heritage. One example is in the setting of site levels flush with the tops of the dock walls, such that the dock walls are incorporated into the plaza as a design element. Another example is the position of the stadium on site, far enough west of the Hydraulic Engine House (HEH) that the HEH is afforded room to stand alone, to reduce the impact on setting, but far enough east to allow for the creation of a water channel to visually link the Sandon Half-Tide and Nelson Docks to reduce the impact on setting, preserving the historic feature of dock interconnectivity. Yet another example is the lower pedestrian platform at the east edge of the water channel, which reveals the dock wall’s north and south shoulders and provides visitors with the opportunity to examine the shoulders close up.

In terms of **aesthetics**, the approach seeks to draw design inspiration from, and respond to, heritage elements on site and structures within the wider North Docks area. The industrial palette of the docks provides the basis of the material palette of the new stadium. With regard to principles of facade design, the proportions and material relationships of facades within the North Docks area have been studied to inform the design of the stadium facade. For the design of the public areas, as well as the detail of new openings created in the Regent Road Wall, new design elements are not intended to imitate the existing heritage elements; rather, the new design is intended to complement the existing heritage elements, and in so doing to celebrate that which makes the hertiage features unique.

6.6 Distant Views

Distant views to the Bramley-Moorde Dock site, as detailed in the Supplementary Planning Document for the World Heritage Site adopted by Liverpool City Council in 2009, have been considered in the design development of the new stadium.

These views have informed the townscape and visual impact assessment which accompanies this application.

They provide visual reference points across the cityscape and form major components of key views to, from and within the World Heritage Site. Not all the landmarks are listed buildings but many of them are. The distant views provide broad-ranging panoramas of the city centre, including the WHS, and defines lines of sight to key landmark buildings within and around the WHS.

Two broad types of distant views have been taken into account:

- River Prospects: these are broad views from the other side of the River Mersey that have clearly defined river edge against the backdrop of the city centre.
- Panoramas: These are long distance views over the city centre from high viewpoints. Refer to the Townscape and Visual Impact Assessment section of the application.

- WHS
- WHS Buffer

- 1 View to Liverpool City Centre from Magazine Promenade, Wallasery
- 2 View to Liverpool City Centre from Wallasey Town Hall
- 3 View to Liverpool City Centre from Woodside Ferry Terminal
- 4 View to Liverpool City Centre from Everton Park
- 5 View to Liverpool City Centre from Metropolitan Cathedral
- 6 View to Liverpool City Centre from Anglican Cathedral

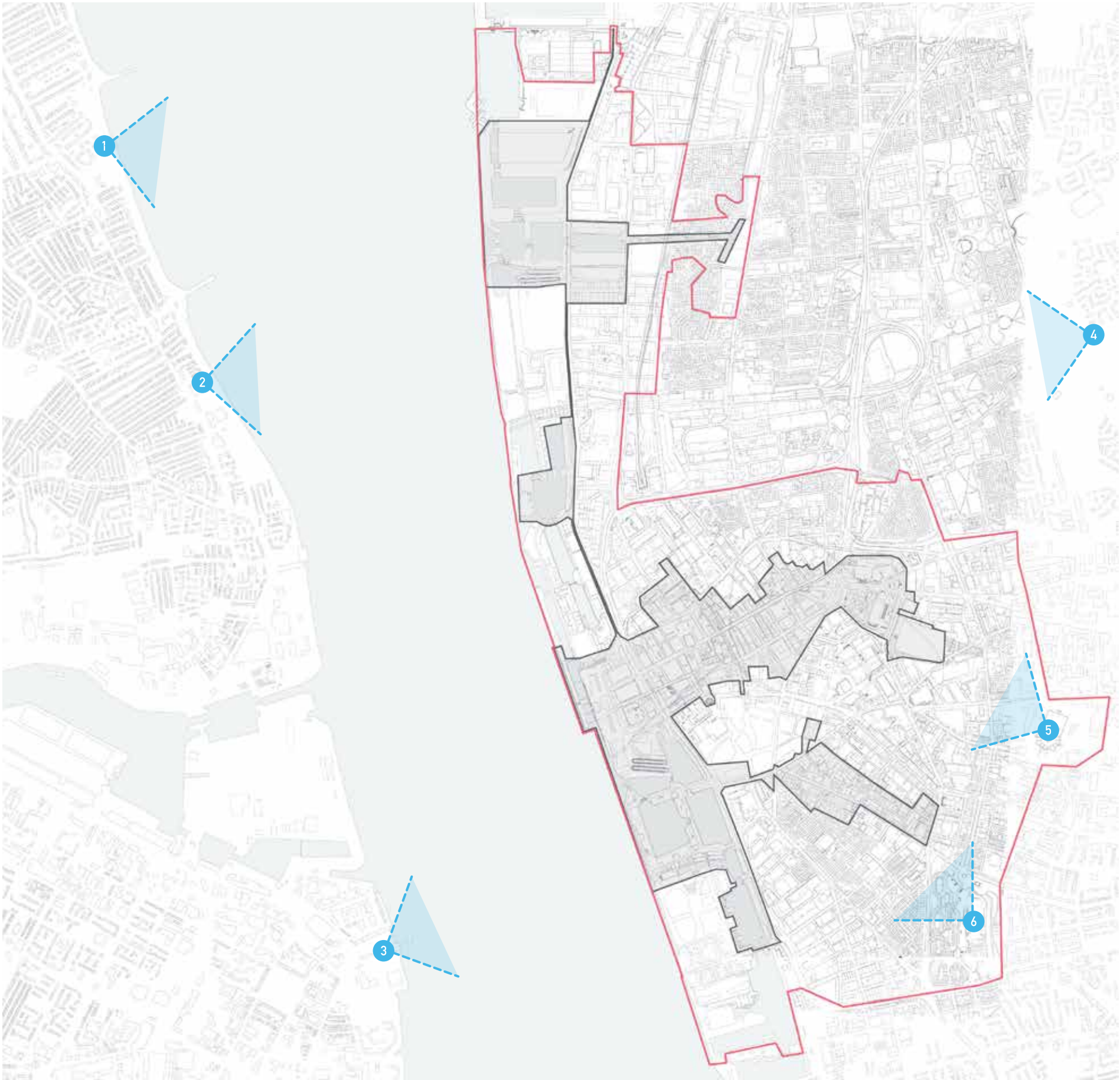


Figure 6.6.1: UNESCO World Heritage Site and Buffer Zone

6.7 Water Channel

A key heritage component is the retention of a meaningful and authentic water channel to the west of the stadium to provide visual continuity of the historic dock network. The proposed water channel will be bound by an existing isolation structure to the south (between Bramley-Moore Dock and Nelson Dock), and by a proposed isolation structure to the north (between Bramley-Moore Dock and Sandon Half-Tide Dock). The channel will be hydraulically connected to the dock system but will be non-navigable. The proposed water channel's depth will be set at +2.9m AOD.

The existing southern isolation structure is constructed out of two sheet piles with two horizontal ties at -1.5mOD and +2.5mOD. Eight pipes with a crown at +4.05mOD and bottom level at +3.45mOD provide the method of connection with the two docks, controlled by sluice gates.

The northern isolation structure is also proposed to be constructed out of two rows of sheet piles, pre-bored into the underlying Sandstone, connected with multiple horizontal ties. Eight pipes will be cast in between the two sheet piles at identical levels to the existing southern isolation structure to enable the exchange of dock water to the north and south. The water channel bed will be designed to 0.5m below the bottom of the pipes (+2.9mOD) to ensure any silt build up does not restrict the flow of dock water through the pipes. During construction, whilst the dock is filled, to ensure a method of connection between Sandon Half-Tide Dock and Nelson Dock, a temporary pump will be used when required to replicate the current operation of the sluice gates.

The listed dock wall on the western side of the channel will form the channel's western edge. The eastern edge will be formed by a row of secant piles that will also act as a retaining wall. The retaining wall will support the terraced steps that allow close access to the water edge from the west of the stadium.

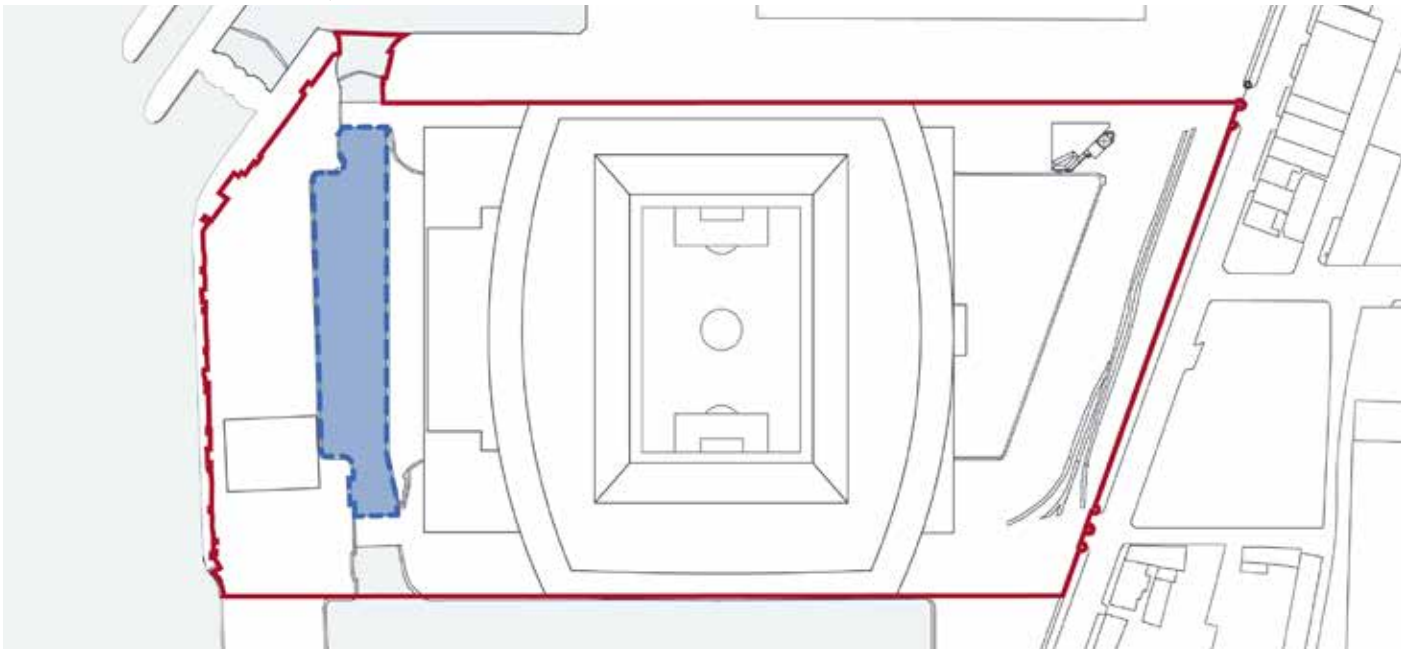


Figure 6.7.1: Extent of new water channel proposed between north and south isolation structures at Bramley-Moore Dock

6.8 Interaction with Hydraulic Engine House

Paragraph 1.6.3 of the World Heritage Site SPD states that the conversion of historic buildings will be encouraged where it will stimulate the city centre economy and enhance the city's profile. The historic fabric of the WHS's historic buildings will be safeguarded to ensure it continues in appropriate use. Buildings considered to be 'at risk' due to their poor condition or which are under-used, will be brought into beneficial and sustainable use (para. 1.6.3).

The stock of listed buildings in the WHS is noted as being fundamental to its OUV and to Liverpool's unique sense of place (para. 5.4.1). Maintaining a viable and appropriate use for historic buildings is considered an important factor in ensuring their survival, particularly as otherwise such buildings can be at an increased risk of decay. The SPD notes that '...delivering viable and sympathetic uses for these properties is a key issue for the long-term management of the Site' (para. 5.4.3).

Proposals for the viable and long-term reuse of historic buildings will be generally supported where they are in broad accordance with allocations and policies within the statutory development plan; maintain an appropriate mix of uses; will not result in the loss of significant elements of historic fabric and will not result in the degradation of the character of the street (para. 5.4.5).



Figure 6.8.1: Hydraulic Engine House tower



Figure 6.8.2: Point cloud of Hydraulic Engine House produced from ground survey

As a heritage element unique to Bramley-Moore Dock and the wider Public Realm, the grade II listed Hydraulic Engine House (HEH) is a prominent structure when viewed from Regent Road. Once the HEH is made safe, additional structural surveys are required before works are undertaken to the building and it is brought into viable use as an exhibition/cultural centre.

The HEH is an anchor element to the public pedestrian route along the River Mersey through the planned Liverpool Waters development, referred to as the River Walk. The HEH will remain publicly accessible on non-event days as well as event days; along with the retail storefront of the stadium, stadium box office, and any additional, temporary plaza amenities, the availability of the HEH contributes to the year-round usage of Bramley-Moore Dock.

Out of deference to the HEH, the stadium is positioned at a remove, so that the complementary brick aesthetic of the stadium does not compete with that of the HEH. In its current location at the north of the east entry plaza, the HEH acts as a bounding element to the open space of the east plaza, and allows for circulation around it as required for stadium events.

Everton has committed to making the building safe and opening it up to public use. This application seeks a change of use of the building to accommodate an exhibition/cultural centre and ancillary cafe.

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7.0

Layout / Bowl Configuration

7.1	Bramley-Moore Dock: Design Development - Orientation	7.8.7	Media
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7.3.2	Wind Mitigation Massing		
7.3.3	Wind Mitigation Elements		
7.4	Final Proposed Layout		
7.5	Bowl Configuration		
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7.8.4	Hospitality		
7.8.5	Inclusive Facilities		
7.8.6	Players Facilities		

7.1 Bramley-Moore Dock: Design Development - Orientation

Following the Commonwealth Games feasibility study, design development at Bramley-Moore Dock continued, with operating requirements for the stadium focused on football.

Freed of the requirement for the stadium and seating bowl to accommodate an athletics mode, issues such as stadium orientation and position on site were informed by consideration of heritage elements and the design of public areas, in addition to technical considerations of stadium access and solar paths and interaction with the approved Liverpool Waters development to the south.

The current project brief issued by the Club on February 2018 confirms a minimum target capacity of 52,000, with the potential to increase subject to alteration to the stands and should safe standing be introduced in England in the future under a seating to standing ratio larger than 1:1.

The images show how the existing (constrained) Goodison Park footprint relates to the BMD site. As can be seen from these images, there is space within the BMD for a larger stadium footprint and ancillary facilities.



Figure 7.1.1: Goodison Park current setting



Figure 7.1.2: Bramley-Moore Dock site dimensions

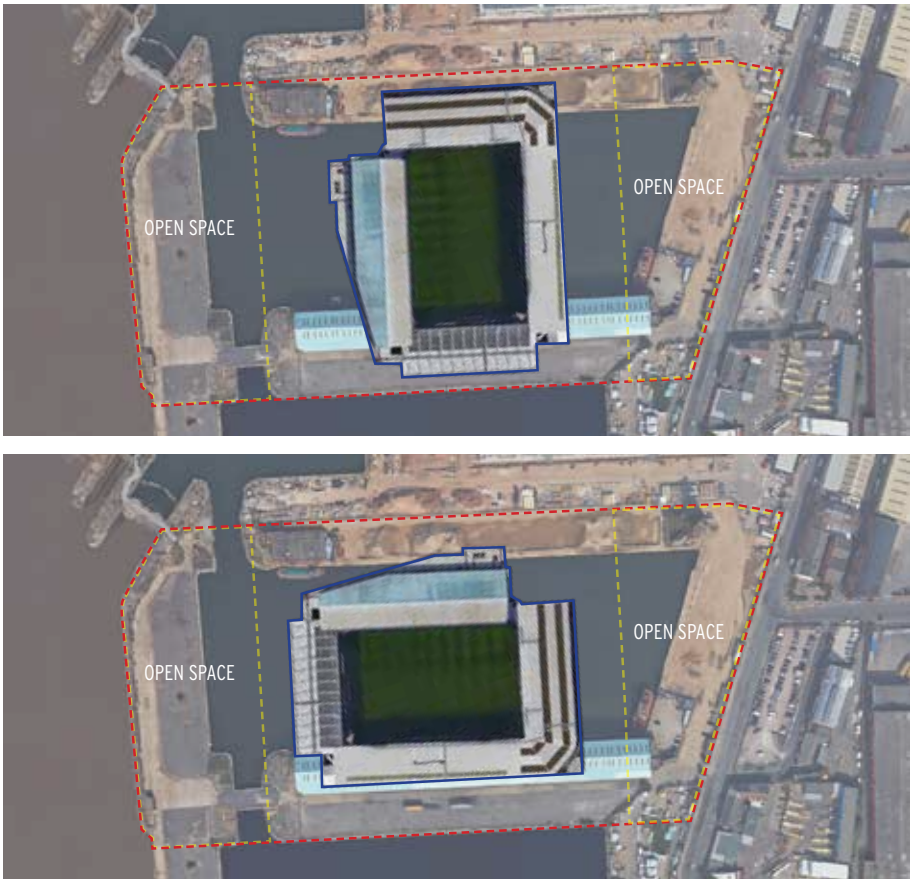


Figure 7.1.3: Goodison Park test fit on Bramley-Moore Dock site

7.1.1 Stadium Orientation: Relationship with Heritage Elements

The location of the Grade II listed Hydraulic Engine House is a fundamental consideration to the position of the stadium within the site. In an East-West orientation, the stadium is closer to the Hydraulic Engine House; more length of the original Grade II listed dock wall is covered by the stadium footprint; and more area of the original cobbles in the East and South of the site are covered by the stadium footprint.

In a North-South orientation, the stadium stands further away from the Hydraulic Engine House; less length of the original dock wall is covered by the stadium footprint; less area of the original cobbles in the East and South of the site are covered by the stadium footprint.

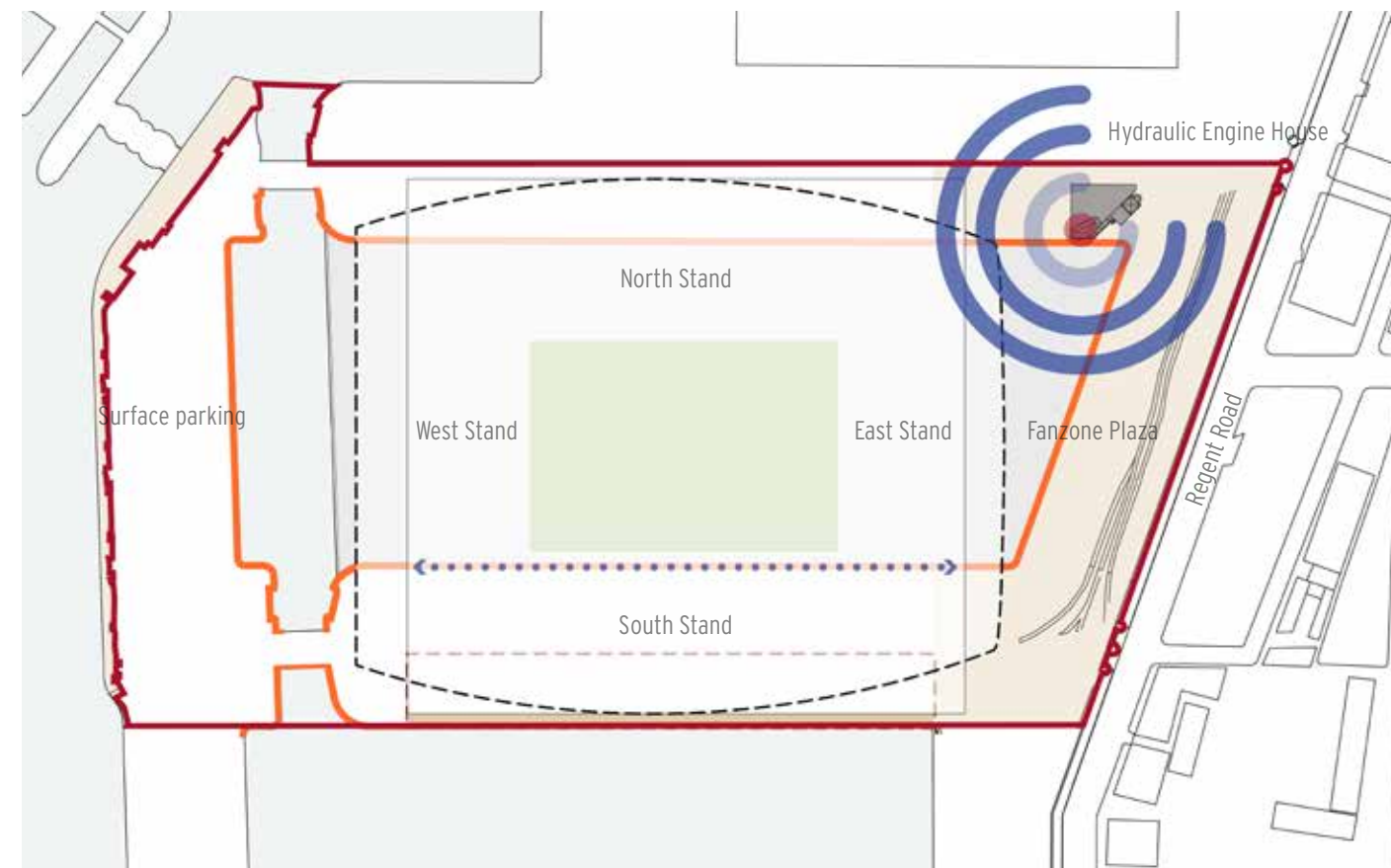


Figure 7.1.4: Diagram showing an East-West orientation and the vicinity to Heritage Assets on site

- East Plaza Hardscape: raised coal railway, cobbles
- South Quay Hardscape: cobbles
- Hydraulic Engine House
- Bramley-Moore Dock Walls
- Stadium Roof outline
- Distance of covered Dock Wall

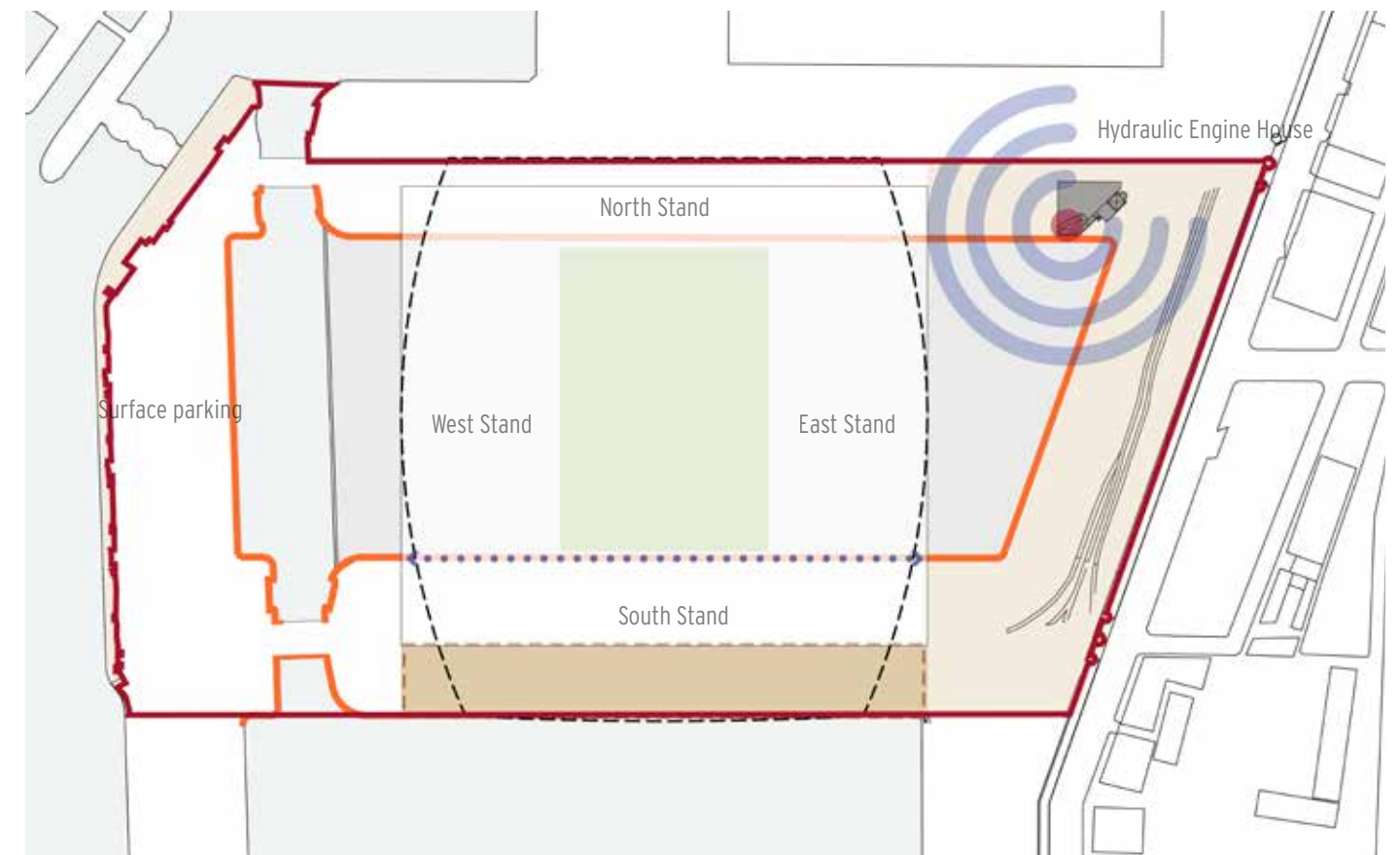


Figure 7.1.5: Diagram showing a North-South orientation and a further distance to the Heritage Assets on site

7.1.2 Stadium Orientation: Site Position Appraisal

A number of stadium layout and orientation options were assessed as part of the initial design process. A summary of the analysis is provided below and demonstrates the rationale for ultimately progressing with the North/South centred option. Given the site dimensional constraints, it was decided at the outset of the design process that the stadium is to be developed with a double concourse, providing the lower concourse at grade, to provide a tighter building footprint.

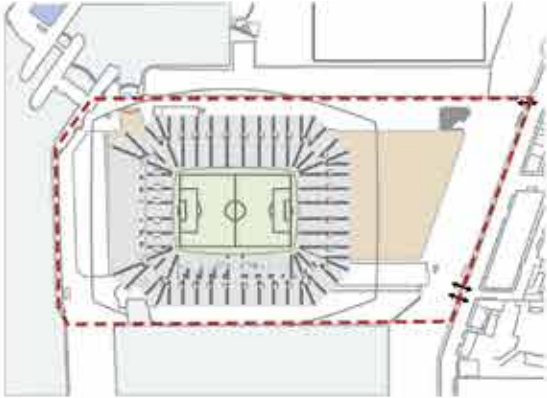
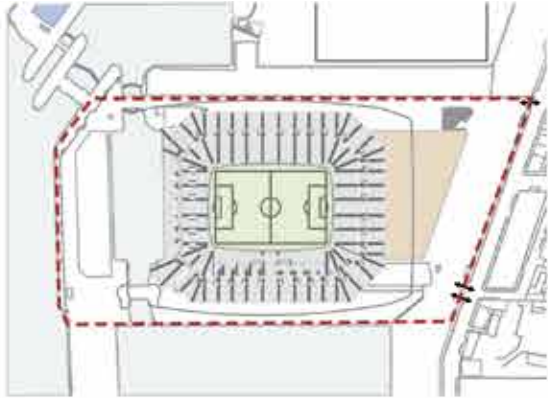
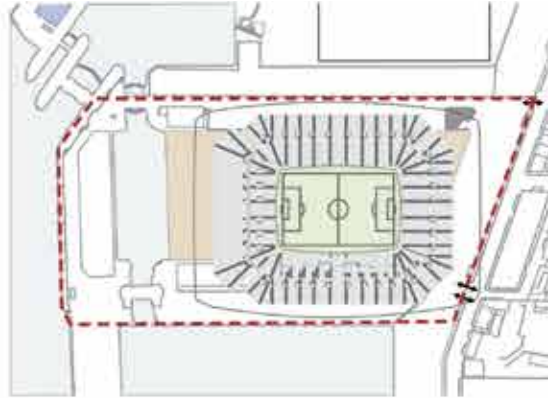
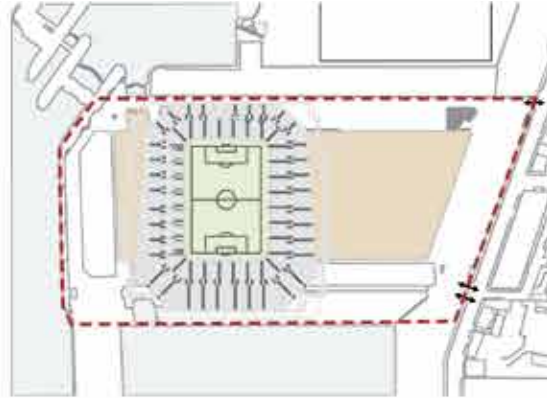
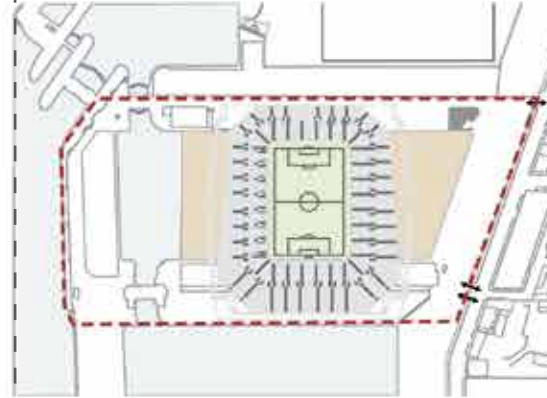
				
E/W Shifted West <ul style="list-style-type: none">• Front & back stadium ‘windows’ to river and city• Home fan end is @ West End	E/W Centred <ul style="list-style-type: none">• Front & back stadium ‘windows’ to river and city• Home fan end is @ West End	E/W Shifted East <ul style="list-style-type: none">• Front & back stadium ‘windows’ to river and city• Roof & Bowl modified to engage tower• Home fan end is @ West End	N/S Shifted West <ul style="list-style-type: none">• Single Stadium ‘window’ South, to city centre• Home fan end is @ South End	N/S Centred <ul style="list-style-type: none">• Single Stadium ‘window’ South, to city centre• Home fan end is @ South End
PROS <ul style="list-style-type: none">• Stadium does not encroach upon Hydraulic Engine House• East Fan Zone plaza area maximised• Parking made to fit within stadium footprint/ contiguous structure	PROS <ul style="list-style-type: none">• Stadium does not encroach upon Hydraulic Engine House• Space for water body @ West• East Fan Zone plaza area viable	PROS <ul style="list-style-type: none">• Space for water body @ West side of site• Higher visibility of Stadium from Regent Road	PROS <ul style="list-style-type: none">• Stadium does not encroach upon Hydraulic Engine House• Area of dock wall within Stadium footprint minimised; less risk of clash with substructure• East Fan Zone plaza area maximised	PROS <ul style="list-style-type: none">• Stadium does not encroach upon Hydraulic Engine House• Area of dock wall within Stadium footprint minimised; less risk of clash with substructure• Space for water body @ West side of site• East Fan Zone plaza area viable
CONS <ul style="list-style-type: none">• No opportunity to create historic ‘channel’ in the site West due to total infill (and less public exposure of historic dock wall) for public to appreciate.• Larger area of dock wall within stadium footprint; more risk of clash with substructure• No clear path for fire lane around stadium• E/W pitch orientation not preferred by broadcasters	CONS <ul style="list-style-type: none">• Larger area of dock wall within stadium footprint; more risk of clash with substructure• E/W pitch orientation not preferred by broadcasters	CONS <ul style="list-style-type: none">• Stadium encroaches upon Hydraulic Engine House• Larger area of dock wall within stadium footprint; more risk of clash with substructure• Plaza located at site West; more difficult to access and more exposure to harsh weather• E/W pitch orientation not preferred by broadcasters	CONS <ul style="list-style-type: none">• Area of Southern quay cobbles hidden by Stadium footprint minimised• South (Home End) balcony faces preferred direction (South) toward Liverpool Centre• N/S pitch orientation preferred by broadcasters• No opportunity to recover historic ‘channel’ in the site West due to total infill (and less exposure of historic dock wall) for public to appreciate• North and South facades close to property line; vehicular and pedestrian access to be coordinated	CONS <ul style="list-style-type: none">• North and South facades close to property line; vehicular and pedestrian access to be coordinated

Figure 7.1.6: Table showing several studies for stadium's position and orientation

7.2 Initial Site Layout

Following consultation with HE and LCC, a water channel was included within the layout of the proposed stadium development. This maintains the visual connectivity of the interlinked dock system and although is non-navigable provides a visual reference to one of the key reasons for the WHS and Conservation Area designations.

A north-south orientation allows for large open areas to the east and west of the stadium, providing great flexibility to the design and usage of public areas and more opportunity to reveal heritage elements. This results in a large public amenity to the east of the stadium, easing ingress and egress from the site and allowing for more space between the Hydraulic Engine House and the stadium.

To the west of the stadium, a wider exterior concourse can be accommodated adjacent to the water channel visually linking the Sandon Half-Tide Dock and Nelson Docks to BMD.

This layout was the layout that was progressed and consulted on in the Summer of 2019 as part of the Liverpool City Region wide public consultation. The layout underwent further technical assessments, including wind modelling, to understand the impact upon the site and surrounding environment.

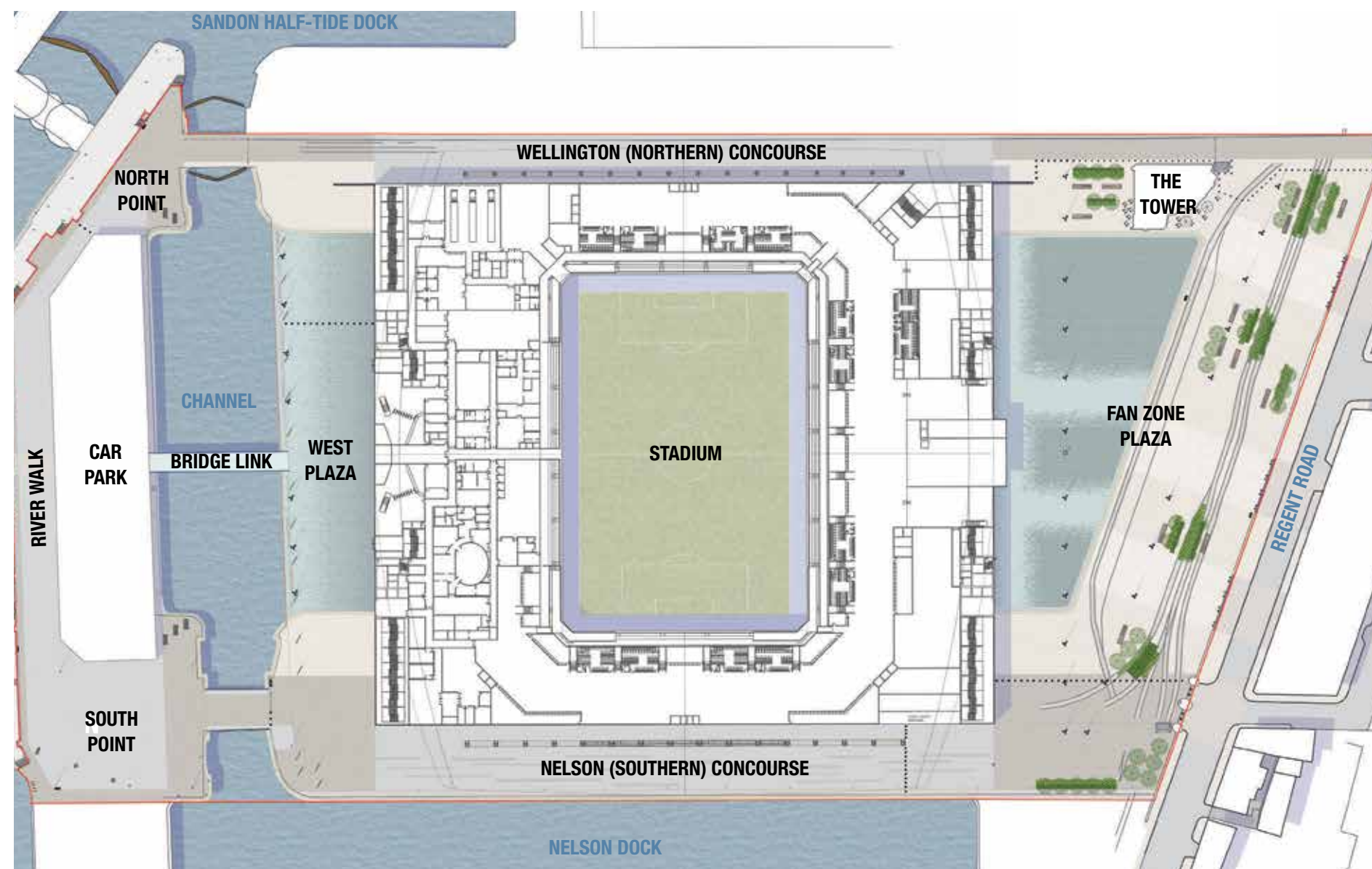


Figure 7.2.1: Initial Site Layout Plan

7.3 Wind Mitigation

Due to its position at the mouth of the River Mersey in the north-west of England, Bramley-Moore Dock is subject to a coastal climate. The site is exposed to prevailing winds, primarily from the north-west, west, and south-west throughout the year, but also from the south-east during the autumn and winter seasons. Given the pervasive extent of elevated wind speeds on site, any incremental increases in wind speed, including those caused by the aerodynamic performance of a building, increases the incidence rate of wind speeds that exceed thresholds for safety and comfort.

In order to understand the environment of BMD, and to inform the design response of the stadium and public realm in this environment, both physical wind tunnel testing and digital testing, known as computational fluid dynamic (CFD) testing, have been undertaken. Working with both empirical (wind tunnel testing) and predictive (CFD testing) methods allowed the design team to work effectively at a range of scales, from building massing to the design of discrete elements, to design the site that can be safely operated on event and non-event scenarios.

At a 'macro' level, wind mitigation design informed the development of stadium massing. Initially, a freestanding multilevel car park stood on the west quay of the site, with the stadium positioned to the east of the water channel. Wind mitigation performance led to the car park massing shifting to the east and joining with the stadium into one contiguous volume.

At a 'micro' level, wind mitigation analysis shaped the design and location of elements at the west, south, and north elevations of the stadium volume, including corner conditions and elevated outdoor positions on the west side of the stadium.

More detail regarding site performance and site compliance with standards of wind safety and comfort can be found in the Wind Assessment Report, included separately as part of the submitted environmental statement.

7.3.1 Public Realm Safety and Comfort Requirements

For the purposes of assessing wind test performance, pedestrian comfort and safety are two separate categories of compliance for which different test standards are used.

For the purposes of measuring pedestrian comfort, the Lawson Comfort Criteria was used, which is long established and widely accepted as appropriate. The Lawson criteria set out four pedestrian activities, with a corresponding wind speed for each representing a maximum speed threshold for comfort. The categories, in order of 'less active' to 'move active,' are sitting, standing, strolling, and walking. The more 'active' the category, the higher the wind speed that defines the threshold for comfort. Less 'active' categories require lower wind speeds to remain within the threshold of comfort.

Using the Lawson criteria, the stadium and site design register a calmer and more comfortable environment than that which is registered for the current, undeveloped site.

For the purposes of measuring pedestrian safety, the criteria used is defined as a wind speed exceedence of 15m/s for more than 0.025% of the year (approximately 2.2 hours per year). In order for the stadium and site to function safely, all areas of exceedence must be mitigated into compliance or rendered inaccessible via operational measures. `

7.3.2 Wind Mitigation Massing

Iterative testing in both wind tunnel and CFD environments demonstrated improved performance if the previously separate multilevel carpark structure to the west of the stadium was joined to the main stadium volume. One of the primary benefits of the new massing is the protection from weather afforded to visitors entering the stadium on the west side. Even though winds in excess of safety and comfort criteria are registered to the west of the new mass, these outdoor areas are not required for normal stadium ingress and egress; the area required at ground level is contained entirely within the new mass.

The exposed outdoor area to the west of the stadium, including the lower promenade adjacent to the water channel, will be open to the public in normal conditions. In high-wind conditions, this area will be closed via operational measures and gates have been proposed to allow this management to take place.

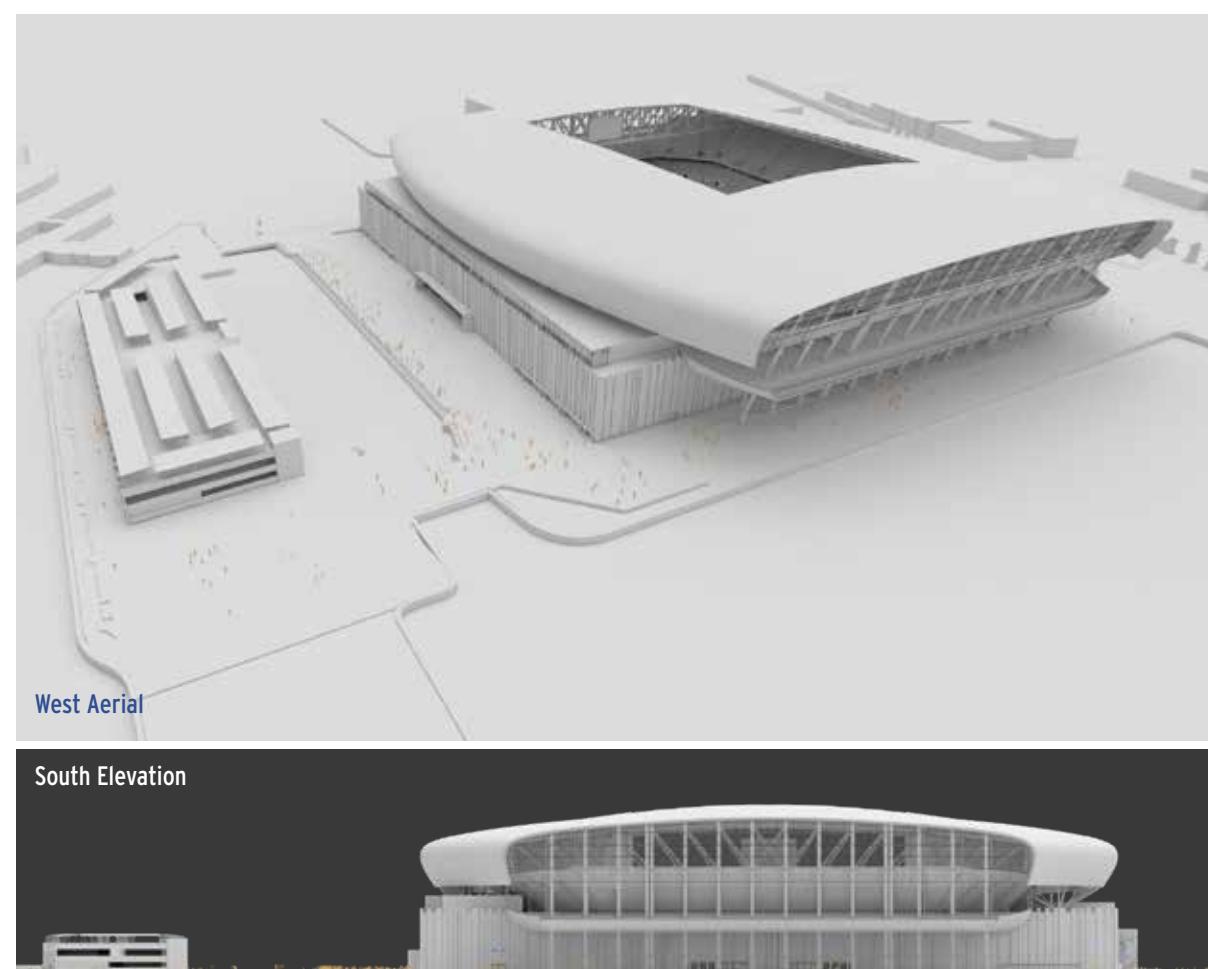


Figure 7.3.1: Original stadium and carpark massing

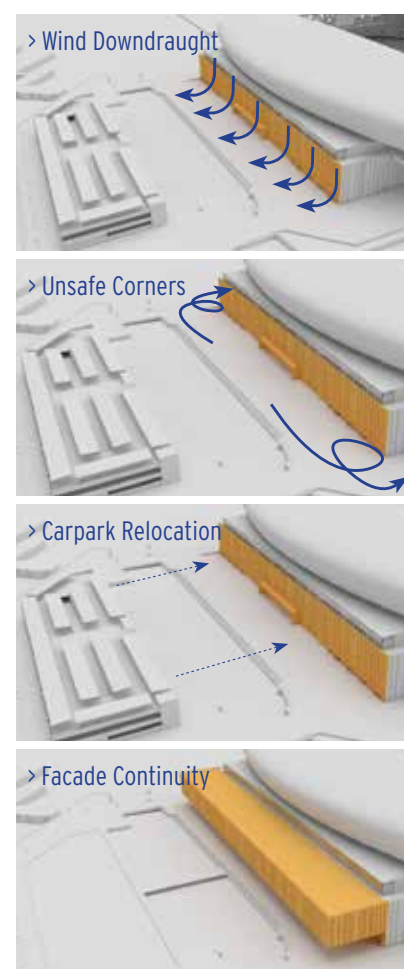


Figure 7.3.2: Wind behaviour and massing response

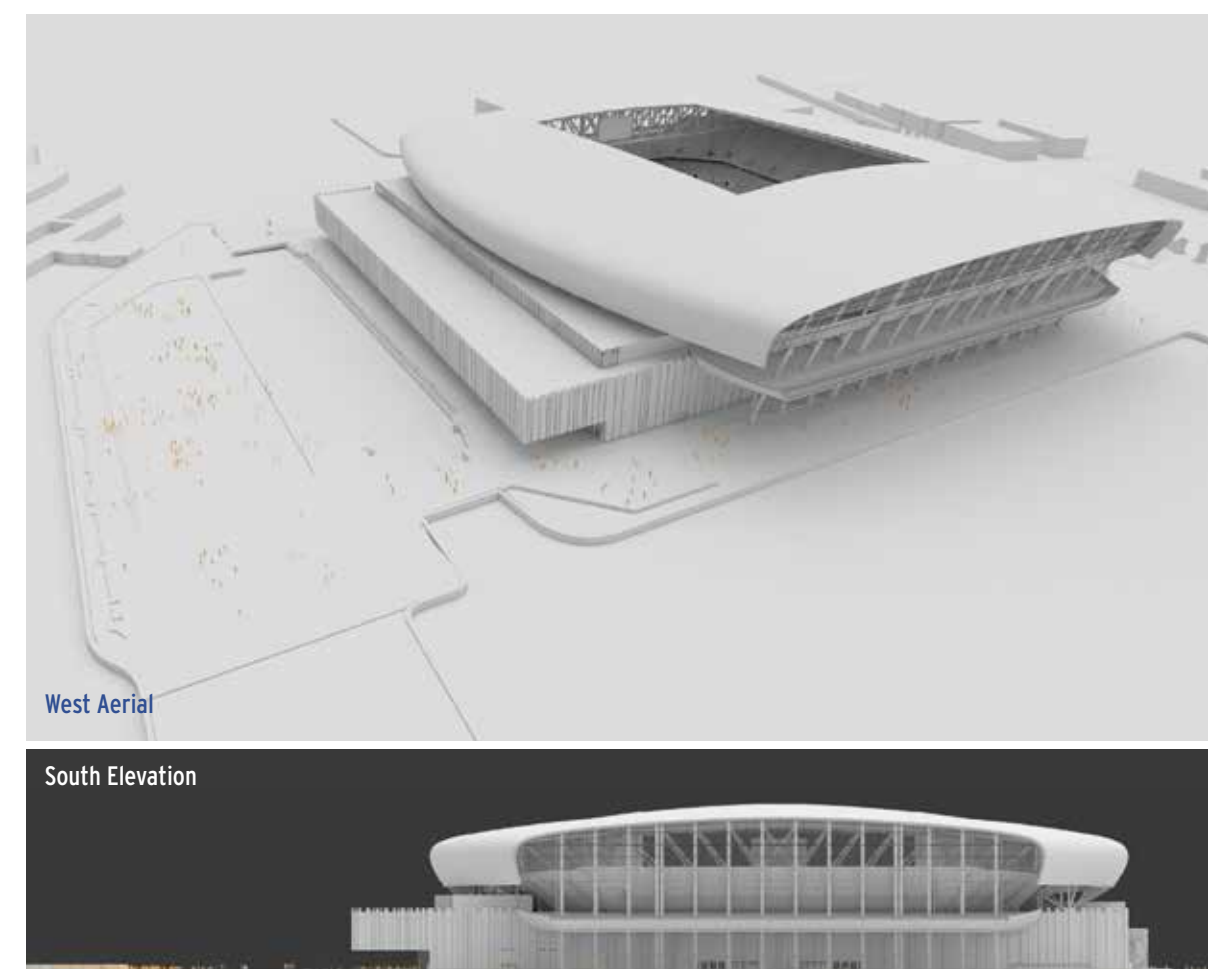


Figure 7.3.3: New stadium and carpark massing

7.3.3 Wind Mitigation Elements

During the wind tunnel testing, measures introduced to mitigate high winds in targeted areas include horizontal baffle surfaces, mounted onto freestanding vertical piers or directly to the stadium, as well as hard & soft landscape elements.

The high degree of exposure to the marine climate of the site at the west and south ends of the stadium mean that no soft landscape of material benefit to wind mitigation is able to grow in those locations. Therefore, soft landscape mitigation is by necessity confined to the eastern side of the site.

Along the north, west, south-west, and south-east areas of the stadium, mitigation measures of a material palette consistent with the stadium and industrial dock heritage have been deployed to bring the site into compliance on both event and non-event days.

The foundations of the baffles and vertical piers will follow the same principles of the stadium foundation design, avoiding conflict with the listed dock retaining walls.

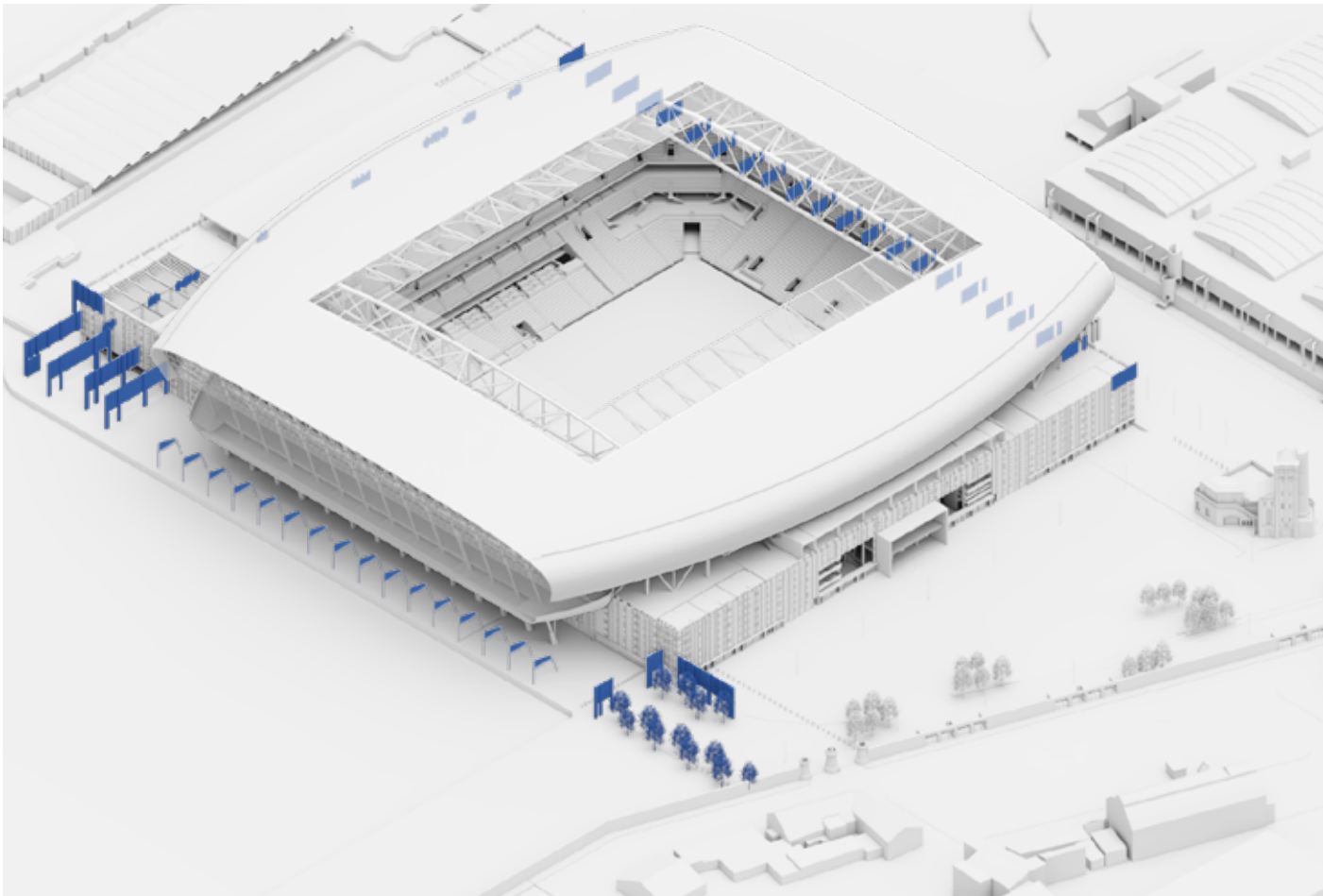


Figure 7.3.4: Local wind mitigation elements proposed

The north baffles along the north passage way and the central baffles at the south facade will be used for adverstising and signage, but not the brick pier and perforated metal panel wind mitigation structures at the south-east and south-west corners of the building whcih will remain free from advertising and signage.

The location of the baffles has been tested regarding the pedestrian and crowd modeling as well as the vehicular routes, to confirm they do not impede flows.

Conclusion

A solution which predominantly uses architectural and landscaping features has been proposed, which also uses management led solutions for non-match day situations. This solution mitigates wind at the site to an acceptable level.



Figure 7.3.5: Proposed wind mitigation elements at south-west corner of stadium



Figure 7.3.6: Proposed wind mitigation elements at south-east corner of stadium

7.5 Bowl Configuration

The following section addresses the design evolution of the internal layout, including the pitch, bowl and accommodation within the stands.

As a reference, Goodison Park’s seating tiers run parallel to the pitch on all four sides, and is notable for the short distance between the edge of the pitch and the first row of seats. The structural systems of the bowl and roof drive the rectilinear geometry.



Figure 7.5.1: Goodison Park view from Gwladys Street Stand (northeast corner)

7.5.1 Pitch Design

The stadium programme resolves itself around the pitch, which constitutes the focal point on a match day. The pitch follows the Premier League Handbook Section K size regulations (105 metres long by 68 metres wide).

The pitch sits almost centered within the Bramley-Moore Dock in the north-south direction, placed over the dock infill. The proposed choice of grass system will be determined by the actual settlement of the infill during construction and in the first few years of operation. Monitoring of this settlement will better determine the most adequate system to be implemented.

The intent is for the system to include a drainage system which would potentially also allow for under pitch aeration.

Due to the flood plane considerations the pitch perimeter is aligned with the ground level at +7.3m AOD (700mm higher than the exiting dock elevation). The actual dock walls do not fall under the actual pitch dimensions allowing the pitch composition and drainage build up.

The Home Stand (South Stand) sits the closest to the pitch based on the desire from the Club to create that cauldron of energy from the home supporters, and be as closest to the pitch as possible.



Figure 7.5.2: Illustrative inside of bowl looking towards the Home End (South stand)

7.5.2 Seating Bowl

Goodison Park's seating tiers run parallel to the pitch on all four sides, and is notable for the short distance between the edge of the pitch and the first row of seats. The structural systems of the bowl and roof drive the rectilinear geometry.

The seating bowl is organized around all four stands tight to the pitch, and developed into a lower tier, accessible from ground level, and an upper tier, accessible from the level 02 concourse, surrounding the pitch in its entirety along the traditional four stands, where corners have been infilled in order to achieve the proposed capacity for the stadium (52,888).

Bowl is organized to separate home and away fans to different ends of the pitch.

Green Guide (Edition 6) and British Standards BS EN 13200-1:2000 have been followed regarding the main bowl metrics, and any deviation from either of these two documents has been discussed and considered acceptable through consultation with LCC BC and SGSA.



Figure 7.5.3: Goodison Park view of Bullens Road Stand

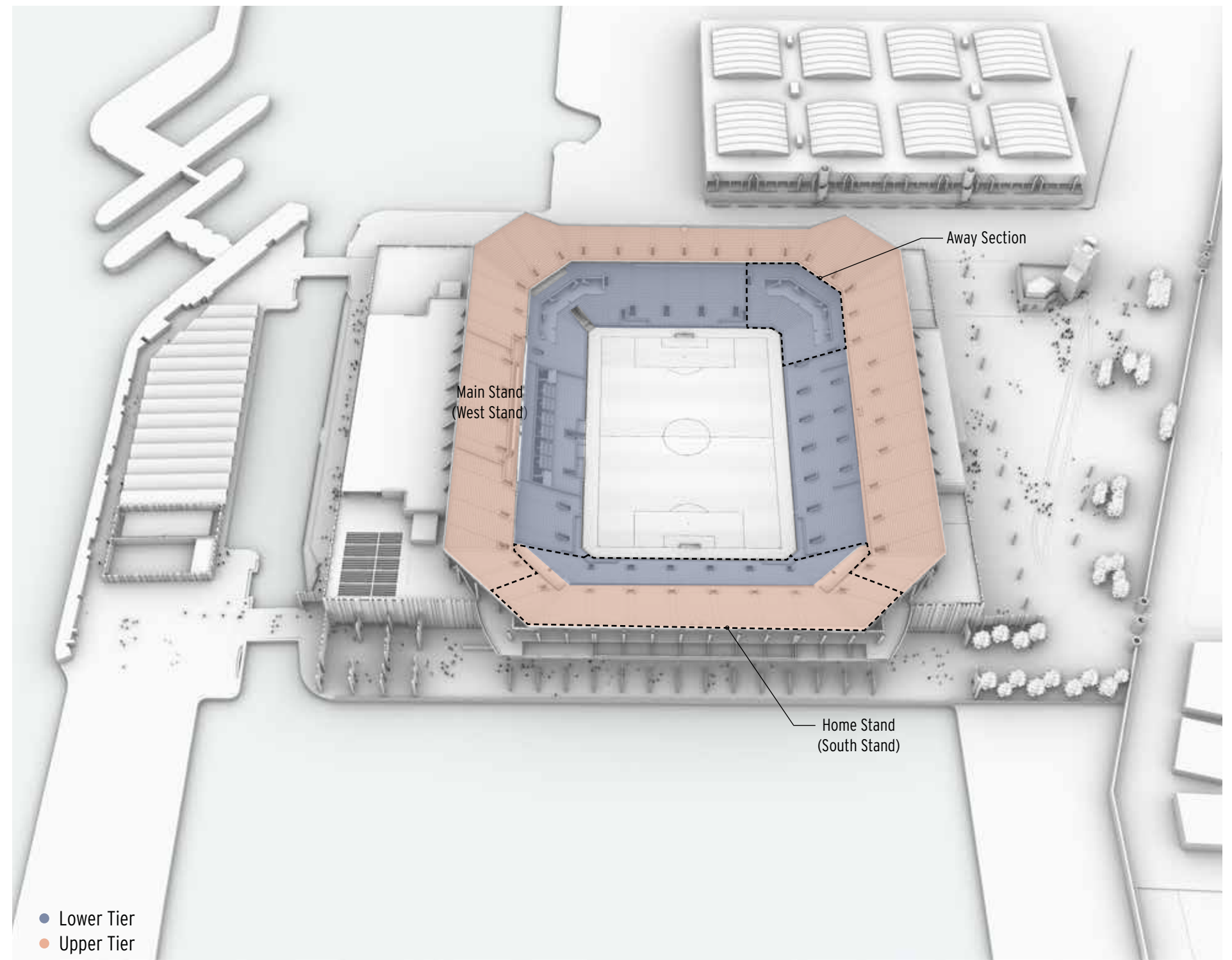
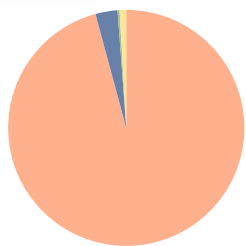
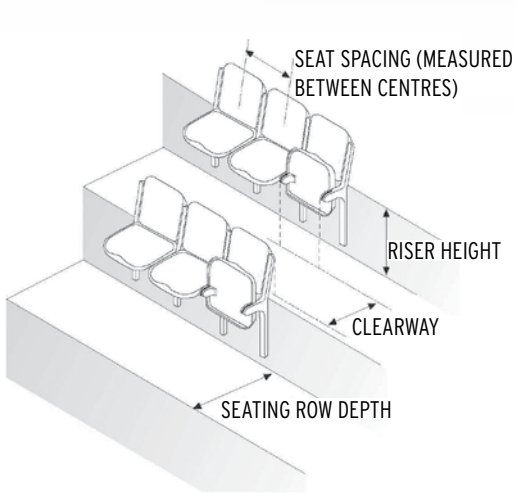


Figure 7.5.4: Bowl placement on stadium within site (roof hidden from view)

7.5.3 Bowl Geometry: Metrics

In order to minimise the building footprint (and therefore length of dock wall within the building footprint), the bowl has been designed to the edge of the minimum geometric requirements of the Green Guide and British Standards. The following metrics have been confirmed in consultation with LCC Building Control and SGSA (refer to Section 5).

Row Depth

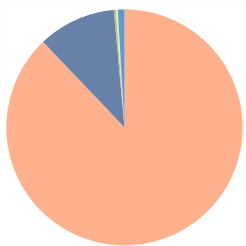
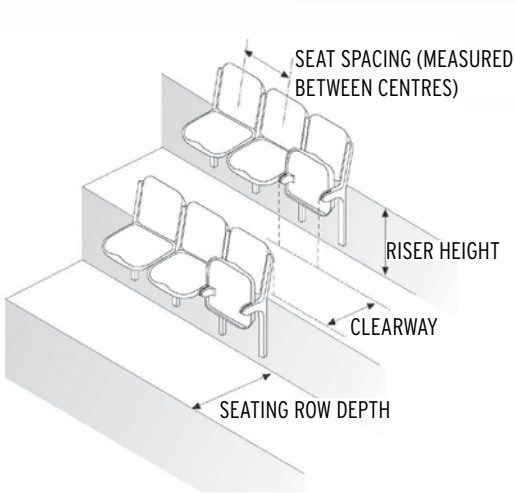


TOTAL CAPACITY:
52,888 seats

750 mm depth:	50,667	95.02%
800 mm depth:	1,595	3.01%
Media:	148	0.27%
Wheelchair (WC) + comp:	478	0.9%

Figure 7.5.5: Row Depth metrics

Seat Spacing

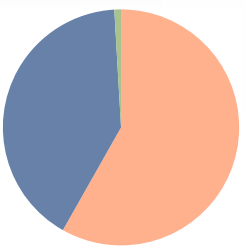
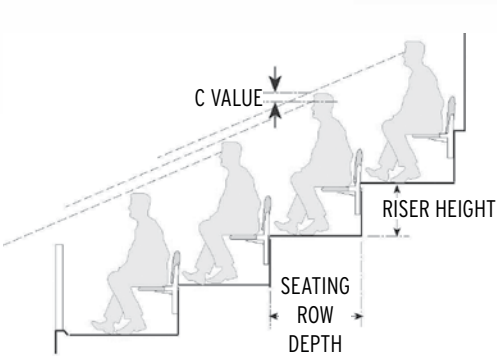


TOTAL CAPACITY:
52,888 seats

460 mm width:	46,488	87.89%
500 mm width:	5,630	10.64%
550 width:	144	0.27%
Media:	148	0.27%
Wheelchair (WC) + comp:	478	0.9%

Figure 7.5.6: Seat Spacing metrics

Sightlines



TOTAL CAPACITY:
52,888 seats

C Value 90 mm:	30,662	57.97%
C Value 60 mm:	21,550	40.74%
Wheelchair (WC) + comp C Value 90 mm min:	478	0.9%

Figure 7.5.7: Sightlines metrics

7.5.4: Seating Accommodation: Bowl Sections

Design Brief:

- Capacity: 52,888.
- Hospitality allocation: target 5,000 capacity.
- Home Stand - at South end; wall of Everton supporters to enhance atmosphere and home pitch advantage (based on a N/S stadium orientation).
- Main Stand - at West end; to account for the majority of the hospitality seats, player facilities & media (based on a N/S orientation). This location is considered optimal from its access to vehicular circulation for players, staff, and hospitality patrons.
- Away Supporters - at Northeast corner; up to 15% of total stadium capacity for FA Cup fixtures. Security considerations dictate the Away Fans are located opposite the Home End and in a location with a direct view from the event security booth (located on the NE corner of the stadium). The Northeast corner also affords the shortest secure ingress/egress from the site.

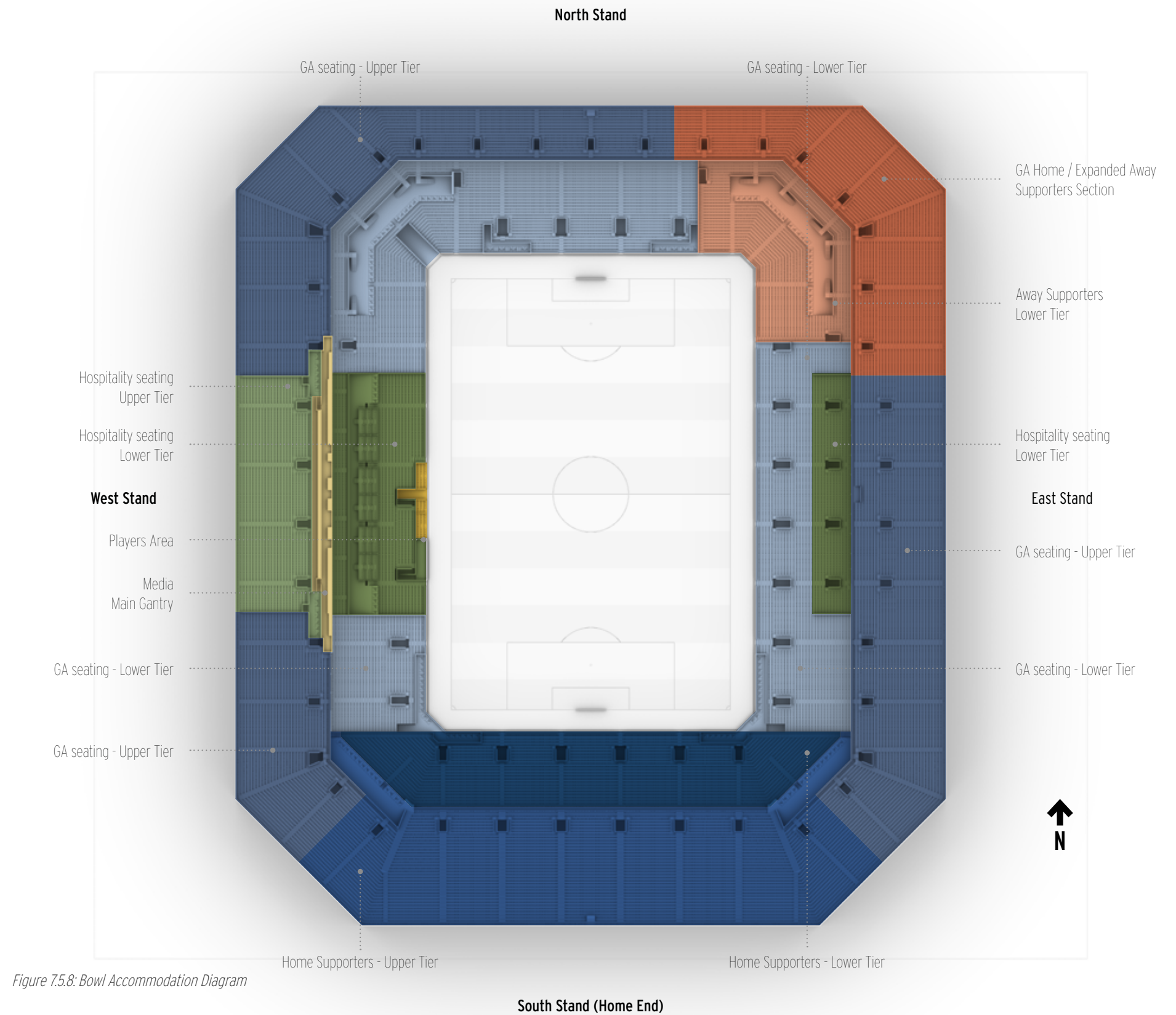


Figure 7.5.8: Bowl Accommodation Diagram

7.6 Accommodation Schedule

Stadium Programme	Level 0	Level 1	Level 2	Level 3	Level 4	Sub-totals
Back of House	2,293m²	1,009m²	659m²	115m²	-	4,076m²
General Admission	10,813m²	3,982m²	10,535m²	1,744m²	-	27,074m²
Hospitality	1,315m²	5,748m²	4,350m²	4,652m²	-	16,065m²
Main Kitchen	1,151m²	-	-	-	-	1,151m²
Media	881m²	-	128m²	-	-	1,009m²
Medical	160m²	44m²	32m²	-	-	236m²
Plant & Risers	1,116m²	3,144m²	627m²	393m²	74m²	5,354m²
Player Area	1,612m²	-	-	-	-	1,612m²
Retail	506m²	535m²	37m²	-	-	1,078m²
Security	259m²	-	145m²	-	-	404m²
Stadium Facilities	1,132m²	-	79m²	-	-	1,211m²
Sub-totals	21,238m²	14,462m²	16,593m²	6,905m²	74m²	
Total Stadium						59,270m²

Carpark Programme	Level 0	Level 0.5 Mezzanine	Level 1	Level 1.5 Mezzanine	Level 2	Sub-totals
Parking	307m²	1,738m²	4,345m²	4,388m²	1,663m²	12,441m²
Plant & Risers	-	18m²	17m²	19m²	128m²	182m²
Sub-totals	307m²	1,756m²	4,363m²	4,407m²	1,791m²	
Total Capark						12,623m²

Ancillary Buildings	
Outside Broadcast Support Building	105m²
Security Booth	8m²
Total Ancillary Buildings	113m²

Totals	
Total Stadium	59,270m²
Total Carpark	12,623m²
Total Ancillary Buildings	113m²
Total Stadium Development	72,006m²

All values from these charts are indicated as Gross Internal Square Footage (GIFA)

7.7 Tier 1 and Tier 2 Schedule

The different bowl accommodation is organized into a two tier structure to tighten the bowl within the site, and to provide the fans with as close of an experience to the pitch as possible.

Home and hospitality seating are distributed along both tiers. For EPL matches the Away supporters will be limited to a section in the lower tier, as it's capacity would suffice to achieve the required capacity. For FA cup matches the additional away section will occupy the upper tier.

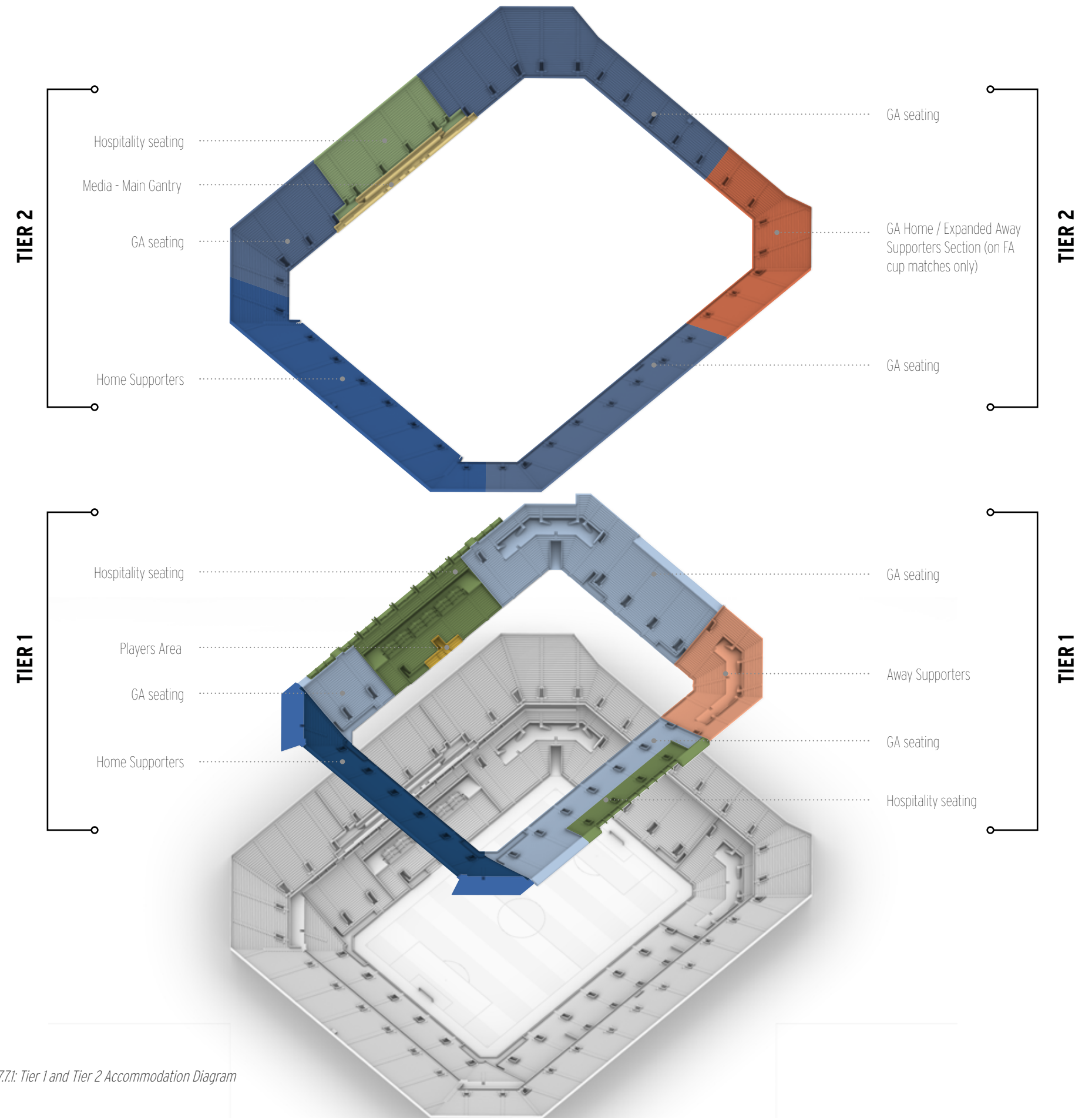


Figure 7.7.1: Tier 1 and Tier 2 Accommodation Diagram

7.8.1 Seating Accommodation: Site Access

The position of the stadium on site informs the organisation of the seating bowl and stadium interior. The north-east corner of the bowl can be ingressed and egressed from the north-east corner of the site via a direct, segregated route, making the north-east area of the bowl a logical location for Away supporters. The Home End naturally occupies the opposite south end, accessed along the main route for Home supporters and facing the city center.

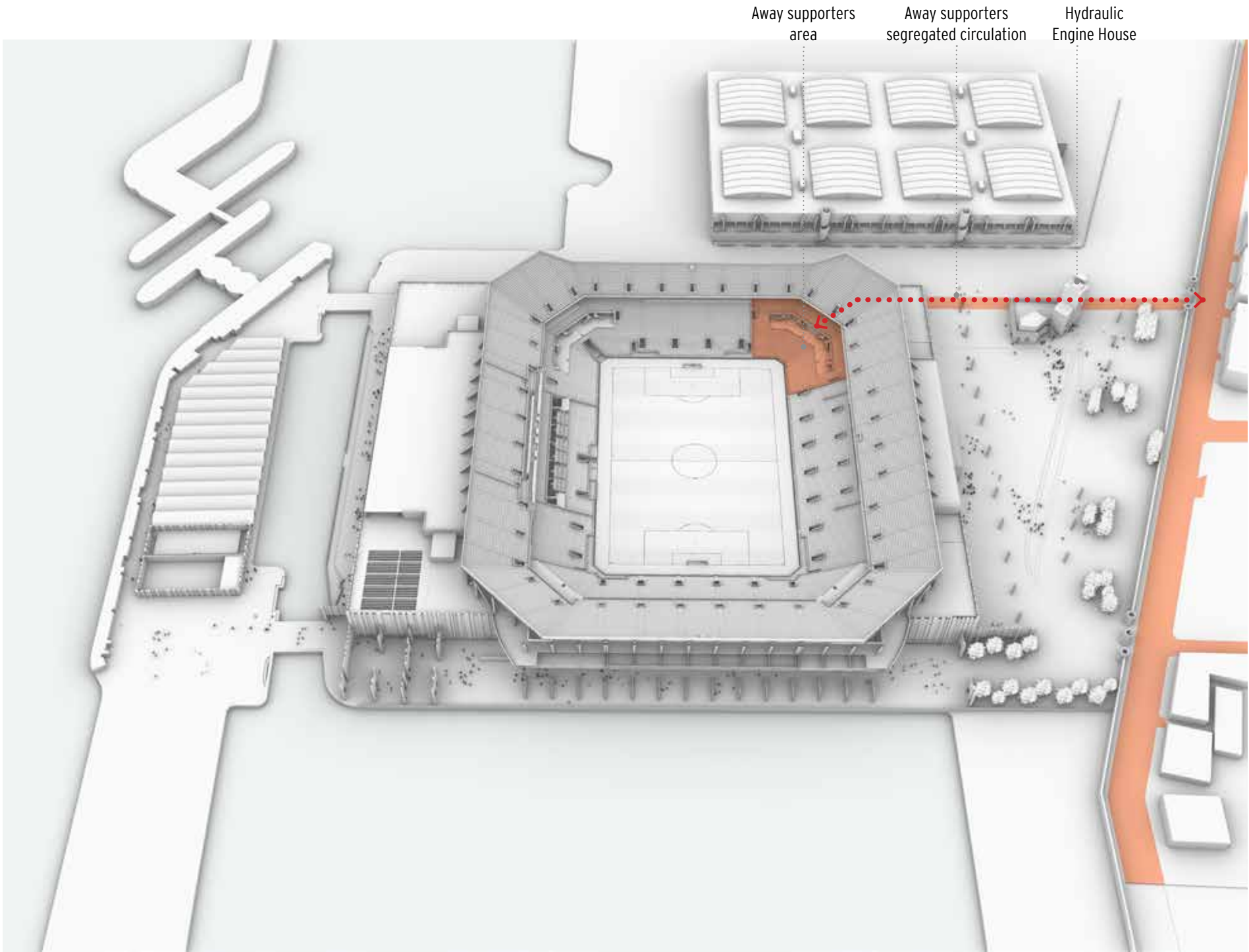


Figure 7.8.1: Away Fan site access and seating section in bowl

7.8.2 Seating Accommodation: North and South Ends

The north-south dimensions of the site constrain the number of rows available for the north and south ends. Given the Club's requirement for a monumental Home (south) End, the capacity of the south end has been maximised, whilst that of the north End has been reduced accordingly.

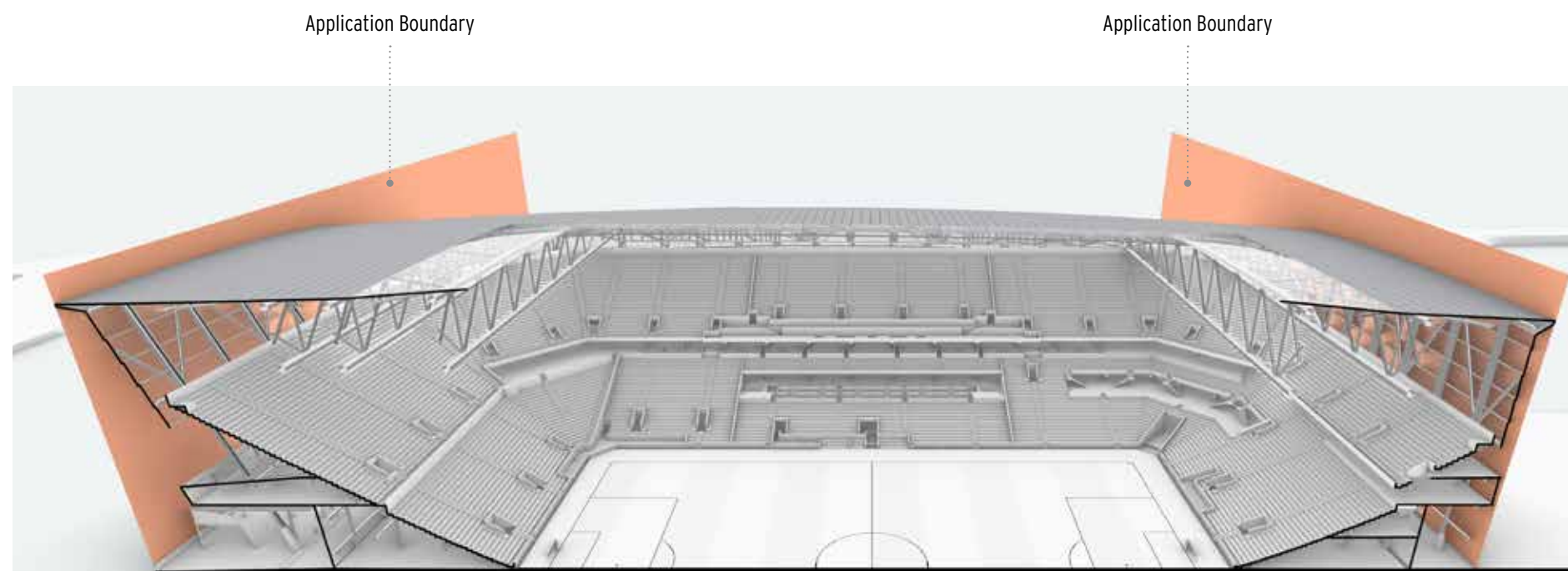


Figure 7.8.2: Diagram illustrating an East-West section and property line



Figure 7.8.3: Interior views of North End (left) and Home (South) End (right)

7.8.3 General Admission

The Stadium target capacity is 52,888, out of which 46,848 are open for general admission (GA) including the away supporters section, distributed along two concourses serving a lower tier and an upper tier. General Admission (GA) seats occupy mostly the north, east and south stands, with the west stand and a portion of the lower tier on the east stand, reserved for hospitality.

The away section is placed on the northeast corner of the bowl, away from the home stand and hospitality home supporters, and in direct view of the stadium event security programme. Their location was also determined by its close proximity to the site access and egress through Regent Road, to assist with segregated egress and proximity to away fan coach parking.

At ground level, access to the lower tier is through three main GA access ways on the east stand level with the site, to then distribute from there internally along the concourse to the north and south stands.

Level 01 concourse is reserved for away supporters on the north east corner as well as provision for a family stand on the north west corner. Both of these concourses are accesses through stair cores at each corner, segregated from the rest of the stadium's circulation, and connected between them through service corridors for an efficient stadium operations functioning.

Access to the upper concourse on level 02 is through the four main vertical circulation cores, one at each quadrant of the building. These cores include lift provision for disabled supporters and adjacent stair blocks. Similarly to Goodison, it is the desire of the Club to provide escalators for GA supporters, which have been located on the east stand.

On the east stand, dedicated level 03 GA program is included to meet the Green Guide (Edition 6) provision of concourse space (minimum 0.25m2 per person) and an adequate provision of toilet facilities and F&B points of sale.

Following the aspirations from the Club the stadium is primarily and foremost a football Stadium, meant to provide the essentials for the enjoyment of a football match without other distractions.

7.8.4 Hospitality

The hospitality offer target capacity is 52,888, out of which under 5,800 are dedicated to hospitality patrons on different degrees of offer and distributed through several levels on both the east and west stand. As a general strategy the hospitality offer will associate the best seats with the best hospitality facilities, and easy circulation between seats and associated hospitality will be provided.

The west stand is contains the majority of the hospitality offer through it's four levels, including a Tunnel Club at level 00, dedicated to those who want to experience some of the match day experience next to the players tunnel and media flash interview area.

The main Director's Box, flanked by Sponsor Boxes, are included on level 02. At this level and also on the level 03 above, views into the river will allow for the development of River view dining areas.

Loge Seating is included at the top of the lower tier as a direct reference to the current Executive Boxes at Goodison Park which are low in the stand and offer a proximity to the pitch.

The east stand includes a main lounge at level 01 and a row of boxes at level 02. The lounge is intended to be themed to include the history of the Club, providing also a focal point in the non-match day stadium tours.

Access to each of the hospitality areas is distinct to the GA access, with it's own provision of lifts and stairs. Escalators are also provided for hospitality patrons only on the west stand.



● 800 mm depth rows

Figure 7.8.4: Diagram illustrating the location of deeper rows in Hospitality

7.8.5 Inclusive Facilities

The Club has been keen on providing an inclusive design and accessible friendly experience within the stadium and the site, and the design team has been in consultation with different accessibility groups (including the Corporate Access Forum) to make sure their voices were heard. Refer to the Section 12 - Inclusive Design for further details on the accessible strategy.

Regarding facilities the stadium provides the following:

- **Accessible Toilets** - distributed throughout all levels providing almost one dedicated accessible toilet for every standard toilet block. Accessible stalls and accessible urinals (in the men toilets only) are also provided within every standard toilets block
- **Changing Places** - three fully equipped changing places facilities are distributed through the building (one in the south east corner of level 00, one in the north stand at level 02 and one in the northeast corner of level 00 - which is also accessible from the fan plaza when activated for pre and/or post match, but access to the stadium facilities is not available).
- **Sensory Box** with an adjacent sensory room is proposed at the south end of the hospitality boxes at level 02, to provide a calm and controlled environment.
- **Quiet Rooms** - similar to the sensory room, these are distributed through the stadium, 2 in level 00 and one in the family stand
- **Faith Rooms** - including in pairs to cater to all religions and situations they are also distributed both in the GA areas, but also in the BOH areas.

7.8.6 Players Facilities

These are hosted in the ground floor of the west stand where the Club requested the provision of two main team changing rooms, but also two smaller auxiliary changing rooms to be able to host events and other competitions/friendly matches with multiple teams. Wembley was noted as a good example to follow, and a similar layout with inter connecting changing rooms has been proposed.

All other programme relative to the correct functioning of a football match within this proposed facility as been developed in line with the EPL Handbook.

7.8.7 Media

Section K of the EPL handbook identifies all the Broadcasting requirements, including all the required media spaces as well as all the camera positions within the bowl.

An Outside Broadcast Compound (OBC) is located in the southwest of the site across from the south isolation structure. The media and broadcasters who will need to access the stadium will do it through a dedicated entrance on the west stand, sharing lift provisions with hospitality patrons, though at different times so as not to create conflict between both groups.

Most of the media programme has been condensed in the ground floor, surrounding the players facilities, including a media workroom and cafeteria a press conference room, and flash interview rooms which will be visible from the Tunnel Club as an amenity to these patrons. The flash interview rooms have been set as per EPL handbook guidelines, including a couple of them which will include a curtain to provide them with privacy for certain interviews.

Broadcasting TV studios are placed in the northwest corner on level 02 with full view over the pitch as a background to said TV studio, while the main media gantry is at the front edge of the upper tier, accessed through level 03 in the west stand.