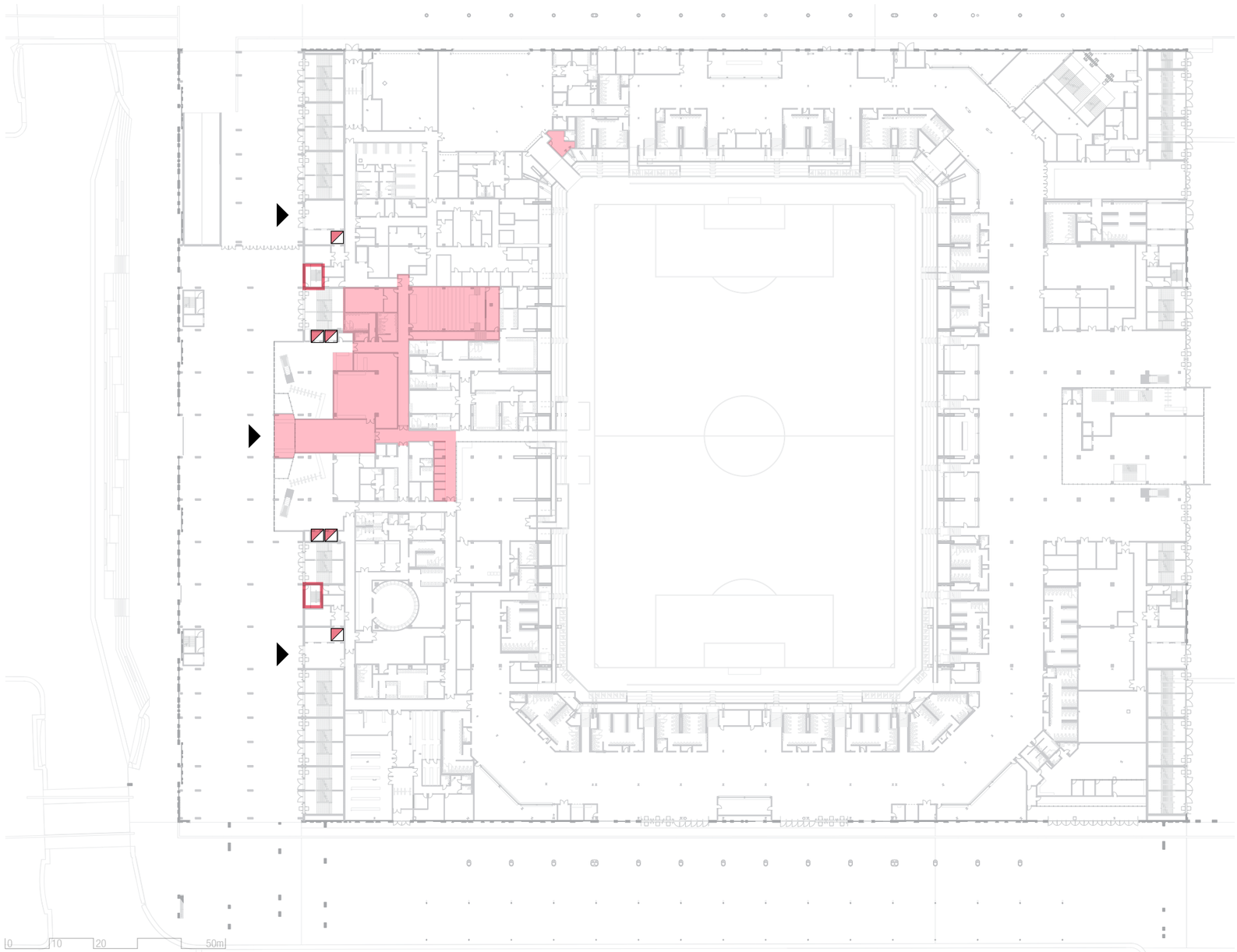
11.12.7 Media

All Media vehicles will arrive and be on site prior to any hard road closures. Vehicles will be validated by the VACP security staff and directed to the OB compound (South West of site).

All media personnel will access the stadium building via the dedicated media access lobby to above ground levels at the West Stand. To access media facilities at ground floor level, access will be via the Media credential vestibule near the player's entrance. This lobby will provide access to the media work room and where relevant the relevant corridors the media facilities. Stewards will provide security at the media entrance and access will be by validated list of media staff against media credentials.



Access stairs

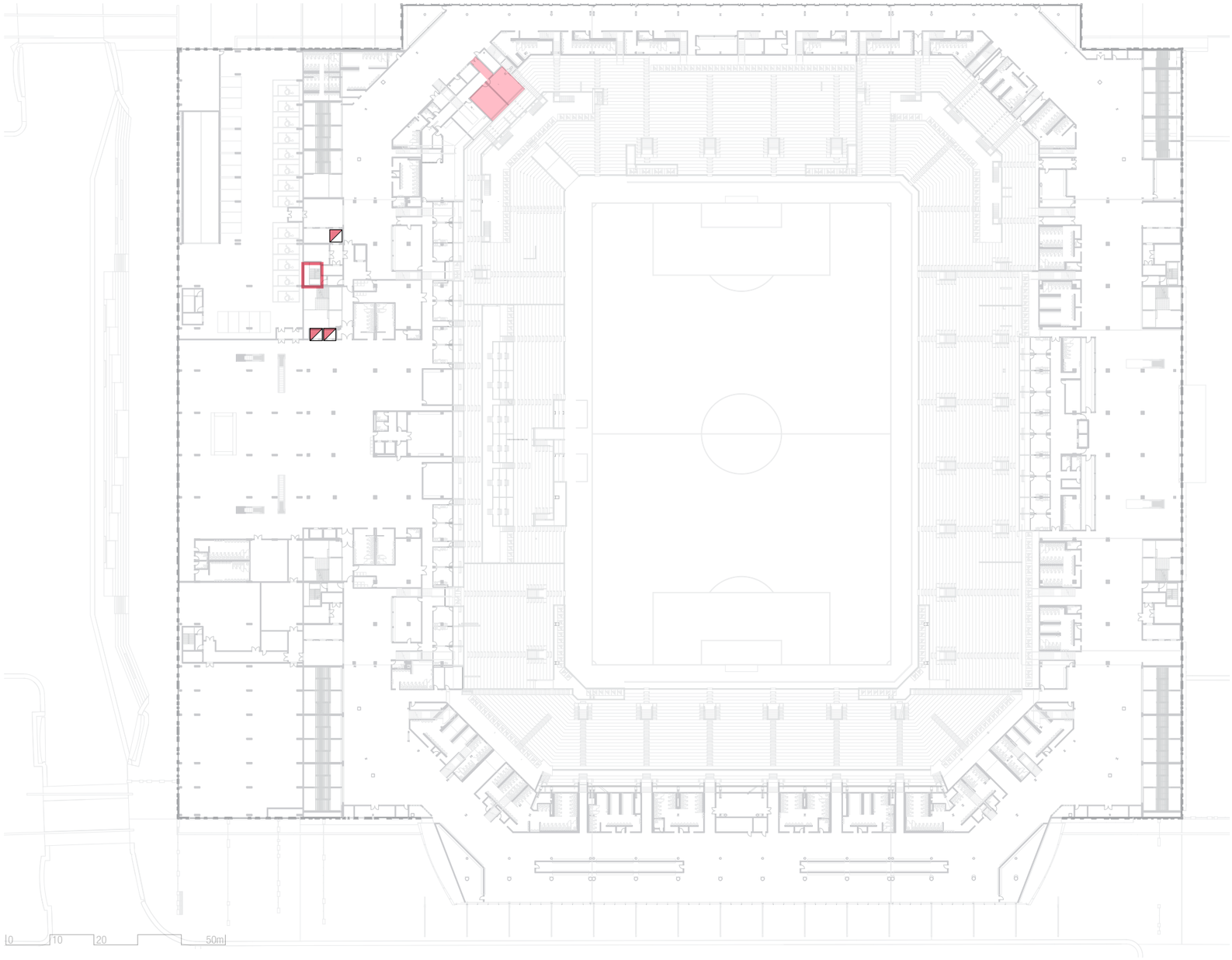
Lifts

Media facilities

Media seats

Media access

Figure 11.12.20: Level 0



Access stairs

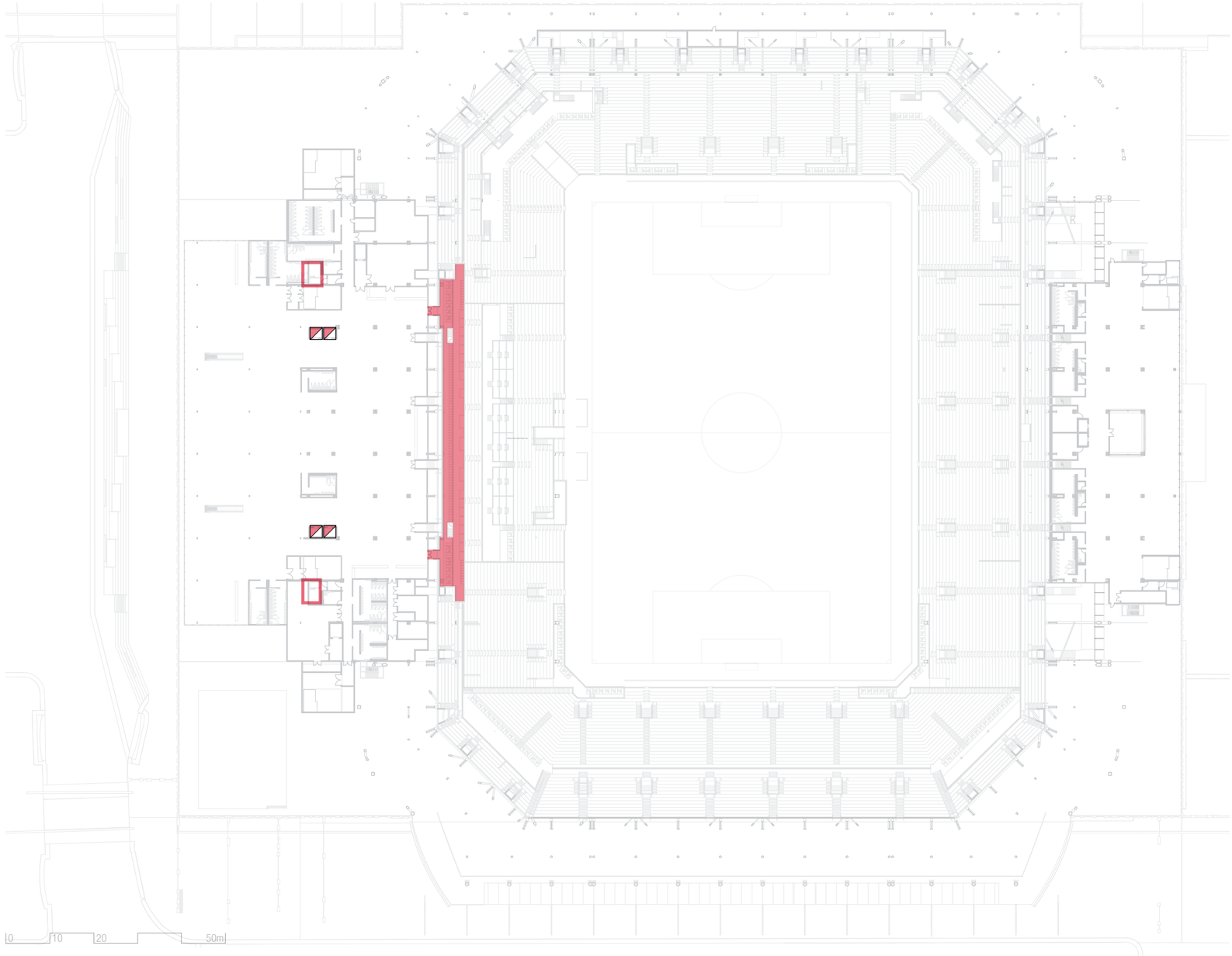
Lifts

Media facilities

Media seats

Media access

Figure 11.12.21: Level 2



Access stairs

Lifts

Media facilities

Media seats

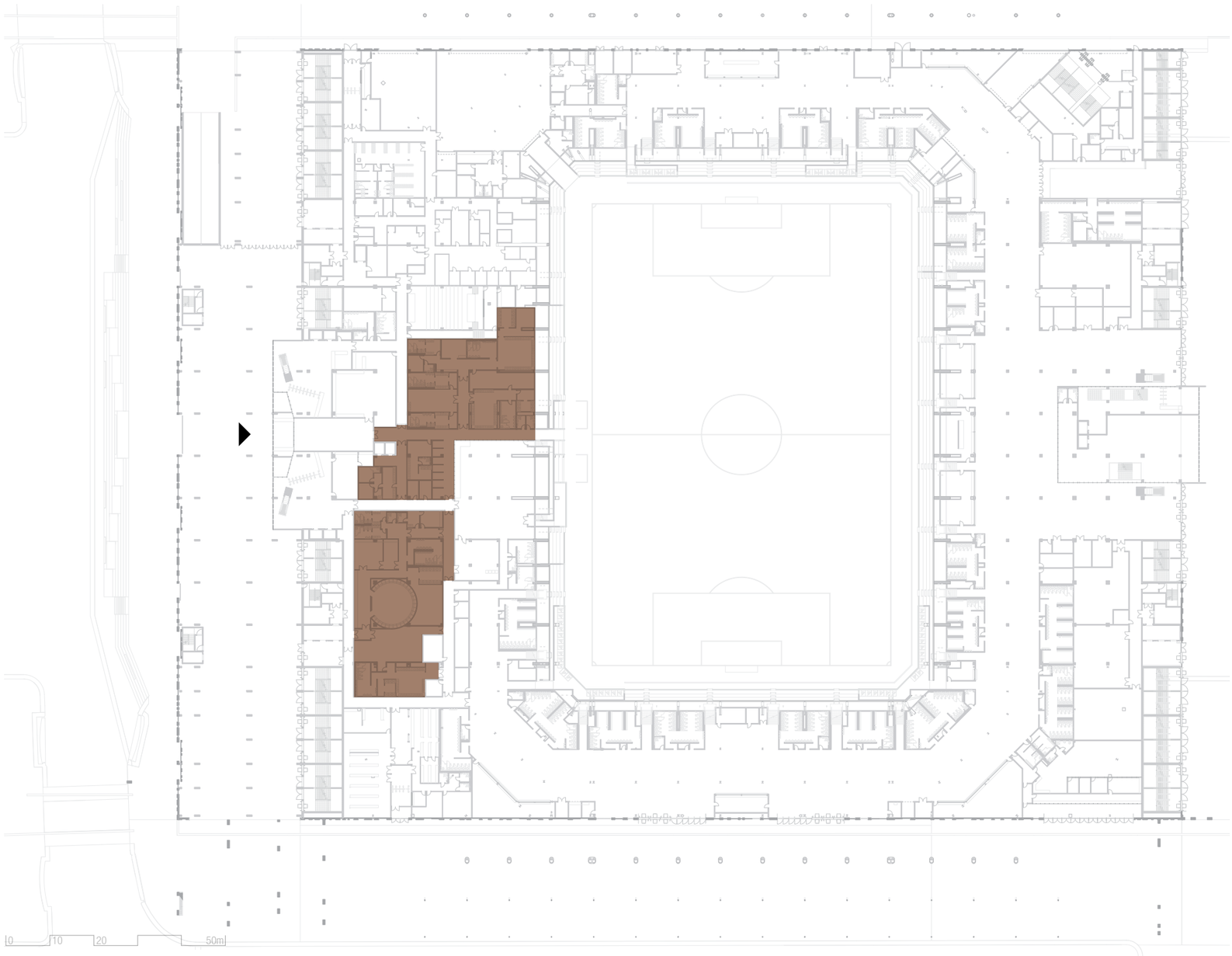
Media access

Figure 11.12.22: Level 3 (Media gantry)

11.12.8 Players and Match Officials

The players (home and away) will arrive by coach and access the stadium building into the West Stand player's entrance. The coach arrival will be known, and the security and stewarding staff will be available to provide a presence at strategic locations to prevent unauthorised access to the players.

The players will be led along the corridors to their respective changing areas (home and away). Security and stewards will be located at strategic points along the corridors to provide separation as and when required.



Players facilities

Players access

Figure 11.12.23: Level 0

11.12.9 Stadium Egress

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

Egress from the hospitality spaces is afforded via the escape stairs, firefighting stairs and into the concourse where they may progress their escape at a place of relative safety via the GA stairs. Means of escape from the bowl is within the 8 minute evacuation time as per the Green Guide into a sterile concourse from where they will progress their escape via the GA stairs. Escape from the car park is either via the designated escape stairs or via the lobby protected routes into the stadium.

Normal Egress
In this scenario the stair cores at each corner will have the required capacity to evacuate the GA population of the level 02 upper concourse, and from each external corner of the building pedestrians will make their way east towards the exists at Regent Road.

The lower tier will egress directly at grade through the east exits into the fan plaza, avoiding crossing paths with the spectators from the upper tiers coming from the west and making their way to the Regent Road exists through the ground north and south concourses.

Hospitality patrons from the east will exit through lifts or stairs onto the east plaza, while the patrons at the west will use the hospitality dedicated escalators and lifts, but will also have dedicated stairs should they chose to use them.

11.13 Stadium Access: Non-event Day

During non-event periods, there is pedestrian access to the Plaza which is available 24/7, however, should the security regime change, the ability to close off the Plaza is available.

Vehicle access outside business hours is restricted through the use of raised security bollards. During the Stadium's business hours, vehicle access is available via the Northern VACP to the vehicle business areas. All vehicles will be validated such as they are expected, drivers name, company and location to visit (delivery for example).

11.13.1 Team Retail Store

The team retail store will accessible during non-event periods during stadium operational hours. The doors to the retail store will remain unlocked (insecure) during these times, however, as they are part of the electronic access control package, can be secured in a security event.

11.13.2 Box Office

The Box office is located in the South East quadrant. It is accessible for advance ticket sales during non-event periods. It is accessed via the plaza.

11.13.3 Stadium Event Spaces

During non-event periods, certain areas of the stadium may be available to visitors, school visits, conferences etc. This shall be at the behest of the Club, and access shall be subject to conditions that meet the prevailing Security threat regime. Access to these spaces are likely to be via either of the hospitality entrances at either the West or East Stand and this will reflect the event that is taking place (non-football).

There will be no unrestricted access around the stadium for visitors. They will all be escorted to areas that are outside the event space.

Certain events (non-football) may require the use of additional stewarding staff, but this is an operational matter for the Club's operational team.

Access to external areas of the stadium building is available for Historic England areas, however, the access past the stadium and site secure line is an operational matter and will take into account the prevailing security threat level.

11.14.1 Stadium Operations Circulation

A service area is provided within the stadium at the north-western corner. This is the focus for stadium vehicle operations and provides parking for four cars and an ambulance. A bay is also provided for loading of a HGV or for parking a team coach.

Maximum legal length articulated trucks (16.5m long) can access this area along the dedicated servicing route and safely reverse into the service area for loading/unloading. Usual egress is then back along the same route to the northern access, however the vehicle is able to make an anti-clockwise loop around the site to exit via the southern access point, should this be required for operational reasons. The service area also provides an access route onto the pitch via a portal in the north-west corner of the bowl, which allows access for grow lights and maintenance or special events.

All waste will be collected from the central waste and recycling area in the stadium's north-west corner. Waste collection vehicles will also access the site using the dedicated servicing route that runs parallel to the northern edge of the stadium. To exit the site, vehicles will need to perform a three-point turn using the hammerhead at the stadium's north-west corner.

A hook-lift truck will be used to collect each of the compactors, which have been placed at an angle within the central waste and recycling area to ensure that the truck can reverse into a position to collect them. Organics and glass bins will be collected outside the central waste and recycling area by a rear-end loader refuse vehicle.

11.14.2 Emergency Vehicles

Routes for emergency vehicles are provided throughout the site. Vehicles are able to access the site using either entry point and are then able to access all four sides of the stadium, the fan zone and the West Quay parking areas using either crossing of the water channel.

Vehicular access is afforded around the perimeter of the building with access to within 18m of the dry riser inlets for the stadium and the car park. A secondary access route has been provided to the north of the site to prevent conflict between fire service access gaining access and spectators leaving the ground via the north road.

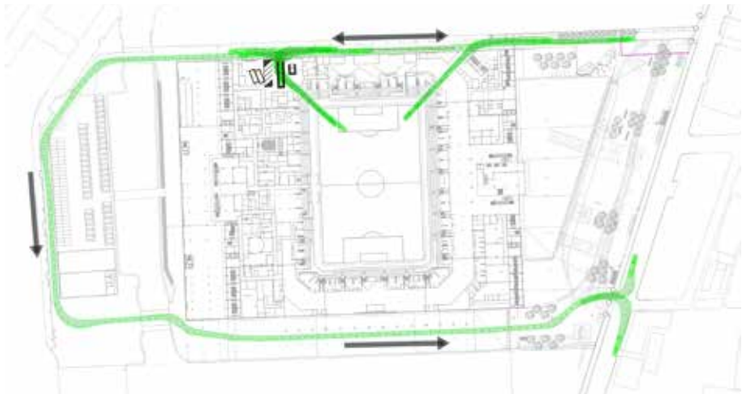


Figure 11.14.1: HGV routes

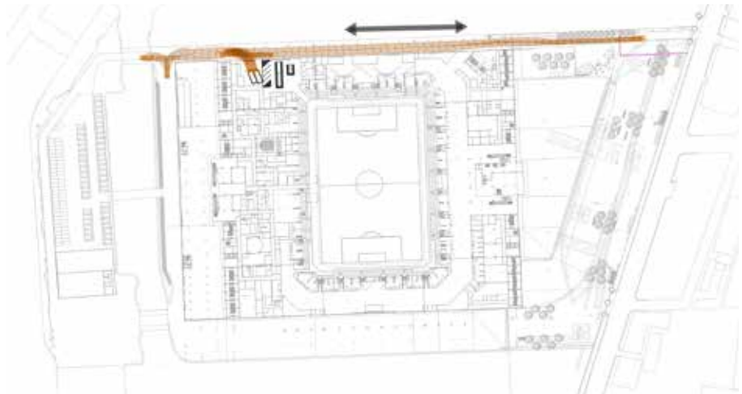


Figure 11.14.2: Waste routes

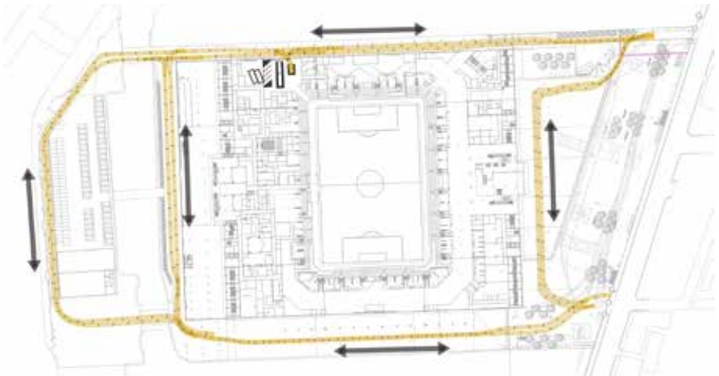


Figure 11.14.3: Emergency vehicle routes

11.14.3 Team Coaches

It is proposed that team coaches would enter the site via the north east corner access point. Players are then dropped off on the western side of the stadium adjacent to the water channel. Team coaches will park within designated areas within the site.

Should it be required for operational reasons, routes are available throughout the site for coaches to approach the team drop off from either direction and to park elsewhere in the site (for example the OB compound).

11.14.4 Broadcast Compound

The broadcast compound is located on the West Quay area in the south-west corner of the site. Broadcast vehicles enter the site via the northern access, pass to the north of the stadium, cross the new isolation structure and pass along the western side of the West Quay parking area. Egress is then via the south of the stadium to exit the site via the southern access point.

Premier League and other football regulatory bodies require a facility for outside broadcasters to park satellite trucks and connect to broadcasting positions within the stadium. The outside broadcast compound has been located in the south west of the site, in order to provide the required line of sight to broadcast satellites to the south.

11.14.5 Car Parking

Cars also use the northern access and service road to the north of the stadium to access the surface car park and multi-storey car park within the western side of the stadium. Ramps are provided on the northern side of the structure to allow access to all floors off the service road. The reverse of this route is used for egress.

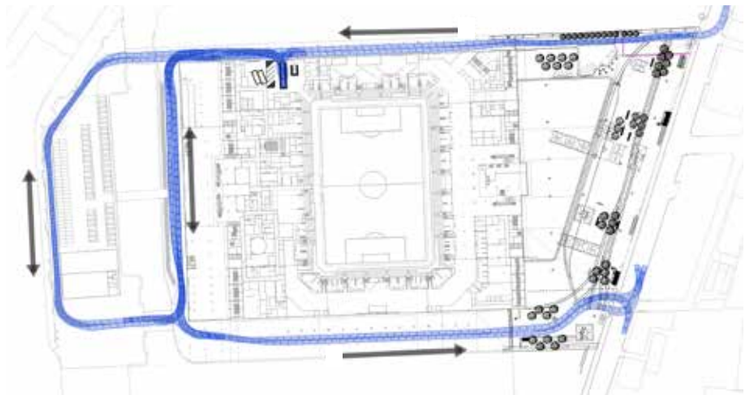


Figure 11.14.4: Team Coach routes

Figure 11.14.5: Broadcast vehicle routes

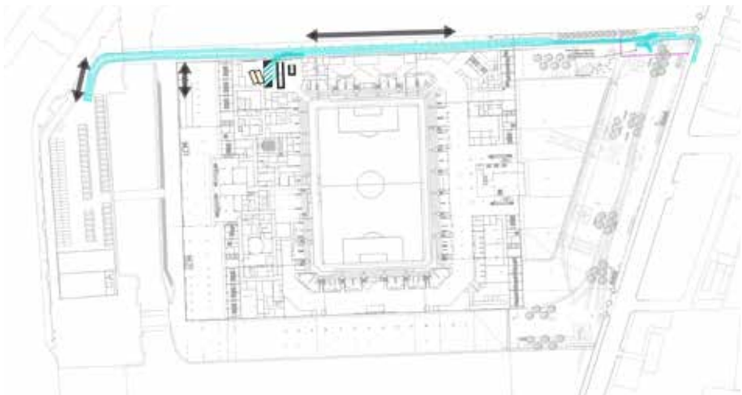


Figure 11.14.6: Car Park routes

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EVERTON

12.0 Public Realm

12.1 Public Realm Design

The following design principles have been established to guide the design:

- To create a place that is completely unique.
- To embrace the site's heritage and educate its visitors to the history and value of this WHS location.
- To celebrate dockland heritage alongside the history of Everton Football Club.
- To strike a balance between respecting and preserving the heritage and creating a place that facilitates access for all.
- To create a destination that encourages people to come and visit throughout the year whether an event is on or not.
- To create a destination.
- To include street furniture that supports people of all forms of mobility.
- To encourage social interaction and a connection to the surrounding environment

The following design principles established in the World Heritage Site SPD have also been used in guiding the emerging design:

- The delivery of public realm schemes to enhance the character of the WHS and Buffer Zones as a means of attracting inward investment and tourism (para. 1.6.3).
- Provide walking and cycling routes for the public along the whole of the riverfront (para. 4.3.9).
- High quality public rights of way, along the riverside and around all quaysides, to promote pedestrian and cycle access (para. 6.4.13). This includes a riverside walk between Princes Dock and Salisbury Dock, as part of the Liverpool Waters development. The SPD notes that 'Without a good network of primary and secondary routes, the Liverpool Waters Sites and this part of the WHS will not be able to fulfil its massive potential' (para. 6.4.15).
- Historic paving materials, fixtures, street furniture and railway track should be preserved in situ and conserved (para. 6.4.16). Development on quaysides should retain, conserve and enhance the historic dock structures, walls and ancillary surviving elements.

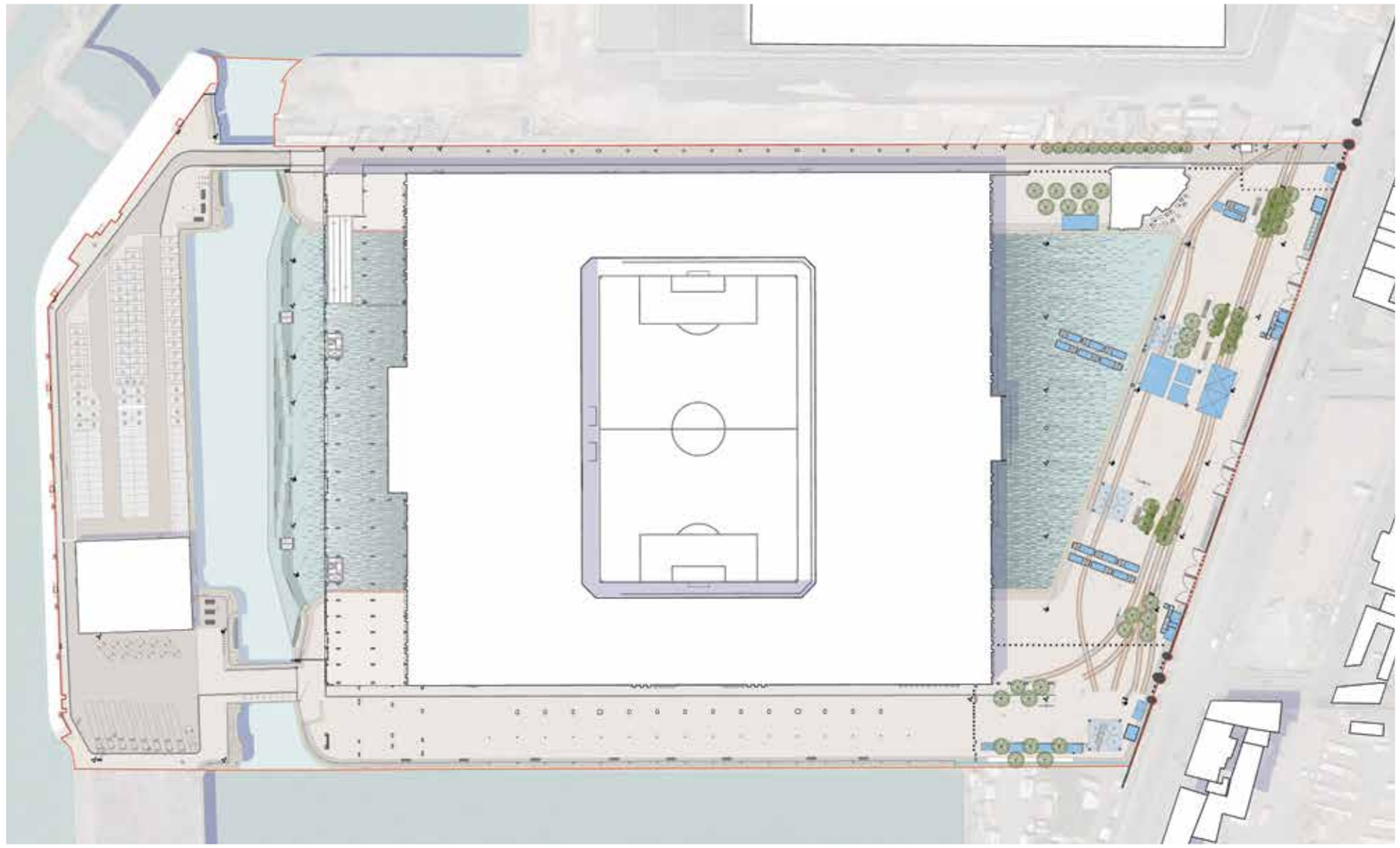


Figure 12.1.1: Landscape Masterplan

12.1.1 Principles of Inclusion

Inclusive design is at the heart of the public realm design. It is essential that the stadium experience is the same for all users whether fans, stadium staff or visitors. This experience extends to all operational situations whether match day, non-match day or event mode.

There are three guiding principles that underpin the Club's desire to create an inclusive environment providing access for all users:

- Understanding differences – age, gender, physical, sensory and cognitive capabilities
- Promoting independence
- Ensuring integration

Best practice standards for inclusive design have provided guidance for the proposed development – Guide to Safety at Sports Grounds Sixth Edition 2018 (The Green Guide), Accessible Stadia 2003 and BS 8300:2018 'Design of an inclusive and accessible built environment' with the objective of meeting the duties set out in the Equality Act 2010. These are viewed as minimum standards to achieve and the public realm design aims to better these standards where at all possible.

During the design development process, the design team consulted with the Corporate Access Forum in July and November 2019. This is a mechanism that enables members of disability groups to comment upon and influence major development proposals in the City. This was arranged via LCC's Access Officer whom we met seperately on two more occasions to discuss the emerging public realm. It is acknowledged that this engagement will continue throughout the technical design of the public realm to ensure that it meets the needs of all users at all stages of the design.

The Everton Disabled Supporters Association was formed in 1994 and works alongside Everton Football Club to improve the match day experience for all supporters. The Club has canvassed their thoughts and suggestions as well as those of the Corporate Access Forum, during the development of the stadium proposals.

Stadium approach

Getting to the ground:

Multi-modal access to the ground together with the wider signage strategy from the city centre and major transport hubs is covered in detail within the access and circulation section of this document.

Wayfinding on the main approach routes to the stadium will be combined with the de-cluttering of unnecessary existing street furniture. This approach, combined with surface treatment renewal, will improve general legibility and make the routes easier and safer to use.

Permanent improvements to the public highways outside of the stadium boundary focuses on the removal of trip hazards to improve pedestrian flow and safety. This includes adjustments to the Regent Road segregated cycle lane. Discussions have been on going with Liverpool City Council's highway team.

Access to the stadium environment itself is via existing and new entry points within the Regent Road boundary wall. An additional three entrances are proposed, located in areas where pedestrian flow will be greatest whilst minimising security risks. Signage will clearly direct visitors to other areas of the stadium environment.

Entering the ground:

Once through the Regent Road boundary wall visitors will enter the stadium public realm. During a match day the plaza and concourse areas around the stadium will be pedestrian priority. All vehicles will be prevented from entering the site at least one hour before kick-off including those that have a permit to park in the onsite car parks. Vehicular routes around the stadium will be clearly delineated via hazard warning paving providing both a visual and tactile indicator.

The plaza and concourse spaces will be very busy on a match day and the creation of an enjoyable and stress free match day experience is essential. The plaza space will contain a number of elements associated with match day mode including fan zones, food and drink areas, stage and screens. All of these elements will add to the match day experience and will be accessible for all users.

The design of the public realm also acknowledges that some users may struggle in crowded environments and thus provides a number of seating opportunities and areas away from the anticipated main pedestrian flows. Overall, the public realm proposals will establish a high quality, safe, legible, inclusive environment across the whole site that can be enjoyed in all operation modes.

The proposals enhance the public realm and the pedestrian environment and have be designed to meet the highest standards of access and inclusion, in conjunction with emerging Policy CC10– 'Waterfront Design Requirements'. Our proposals seek to deliver a high-quality design that respects its sensitive historic surroundings, delivering a safe, vibrant, inclusive, accessible and welcoming environment. We have considered emergency policy TP6 – Walking and Pedestrians and have provided direct pedestrian routes and considered desire lines. The small amount of shared surface within the scheme will be highly controlled, particularly on match days, and will be developed in conjunction with input from LCC and the Corporate Access Forum.

In developing the public realm, we have adopted the following principles:

- Circulation routes are to be step-free routes
- Opportunities should be sought to mitigate any level changes across the development site by considering the placement of all the built elements to improve gradients
- Level landings or resting places have been provided for every 500mm change in level
- Gradients on primary circulation routes are preferably to be less steep than 1:21 (eg slopes). Where this cannot be achieved, ramps (eg gradients steeper than 1:20) should ideally be as shallow as possible
- All principal routes to approach, enter and use of the buildings and their facilities are to be accessible. The shallowest possible gradients are to be used on all routes
- Resting places with suitable seating will be incorporated to limit travel distances to less than 50m
- Where seating is provided within the external landscape, there will be a mixture of accessible seating and based on guidance set out in BS 8300-1. Seating will feature some backrests and armrests and developed to areas to include space for wheelchair and scooter users.
- Access routes are to have a firm, slip-resistant and reasonably smooth surfaces
- Materials used within the external environment should be installed to provide a level and even surface
- The design of external stairs, indicative nosings and associated handrails must be designed to meet the objectives of AD M
- External stairs are to have a 'corduroy' hazard warning surface at the top and bottom landings of a series of flights to give advance warning of a change in level in accordance with AD M Diagram 4.
- Unavoidable free standing posts or columns within access routes shall be clearly identifiable and contrast visually with their surrounds
- All footways, footpaths and floor surfaces are to:
    - Be installed with any necessary joints closed and flush to prevent small wheels, walking sticks and canes becoming trapped
    - Have consistent use of tone and surface when paths are used as a wayfinding tool
    - Use visually contrasting surfaces to indicate level differences.
    - Not have highly patterned surfaces including stripes
    - Not incorporate highly reflective materials.

12.1.2 Landscape Design Principles

The landscape design for The Peoples Project at Bramley Moore Dock (BMD) provides a unique opportunity to celebrate the juxtaposition between new and old. The general principle of introducing a new football stadium on a semi-derelict, historic dockland within a WHS is both a bold and exciting opportunity but also a significant challenge to achieve. The design team have engaged in two seperate pre-application meetings with Historic England and Liverpool City Council to understand their position and to help ensure the correct balance is achieved between the practicalities and functional requirements of a stadium and the respectful heritage conservation of this wonderful setting.

There needs to be a recognition that there will be compromise along the way. This landscape masterplan aims to do just that, and the following pages will aim to clarify the detail of the various strategies that have been put in place in order to achieve this primary aim.

The aims and objectives for the landscape proposals include:

- Creating a safe and fully inclusive 'access for all' environment.
- A balance between form, function and heritage.
- A celebration of Everton Football's Club traditions and history.
- A recognition and respect for the site's dockland heritage.
- A robust management and mitigation of the site's microclimate and environmental conditions.

Landscape Masterplan Zones

Fan Zone Plaza
This plaza will be an important public space around the stadium on both match and non-match days and is an ideal location to hold events which will attract people to the area. This area will connect through to Liverpool Waters in the future, when Nelson Dock is developed.

Surface Car Park
The surface car park provides additional on site parking and will provide additional flexible space on non-mach days.

Southern Concourse
Dockside promenade capturing the wider setting of Liverpool Waters and views back towards the city centre.

North Point
Where the River Walk terminates its riverside connection. A flexible space with seating and a number of interesting heritage artefacts retained in-situ.

Nelson Plaza
This small multifunctional square will help to define the grain and the 'personality' of the stadium development and it will act as a Outside Broadcast compound on matchdays and point of access to the stadium from the River Walk. This area will connect through to Liverpool Waters in the future, when Nelson Dock is developed.

Northern Concourse
The primary vehicle route into the site and direct link between the River Walk and the Hydraulic Tower.

Western Concourse
An access route to the west of the stadium with terraced steps and seating to provide opportunities for people to get close to the waters edge.

The Tower
Hydraulic Tower forms focal point for Fan Zone Plaza on match and non-match days with potential re-use by the club.

Figure 12.1.2: Landscape Masterplan Zones

12.2 Hardworks Concept

The concept and vision for the Hardworks strategy of BMD is to find the right balance between functional requirements, inclusive design and respecting/ celebrating the sites heritage through the preservation of the historic surfacing and materials. BMD will be hosting tens of thousands of visitors and there are challenging practicalities that come with that, in terms of making a safe, comfortable and accessible environment for all user groups to move through and be able to experience and enjoy.

We have established a bold concept for the hard material strategy which looks at celebrating the site as a former dock. There will be a clear contrast in materiality to celebrate the new and the old. Where the dock water used to be will be a contemporary new concrete surface material with hints of blue tones and linework pattern to depict the shapes and feeling of water (see section 12.2.1).

In the Fan Plaza the historic BMD coping stones will be retained in-situ where possible in the top surface, flush with the materials on either side and will provide a transition between the 'new' concrete surface, representing the water, and the 'old' historic quayside material of natural stone. The Quayside surfacing will be a combination of reclaimed granite and new granite.

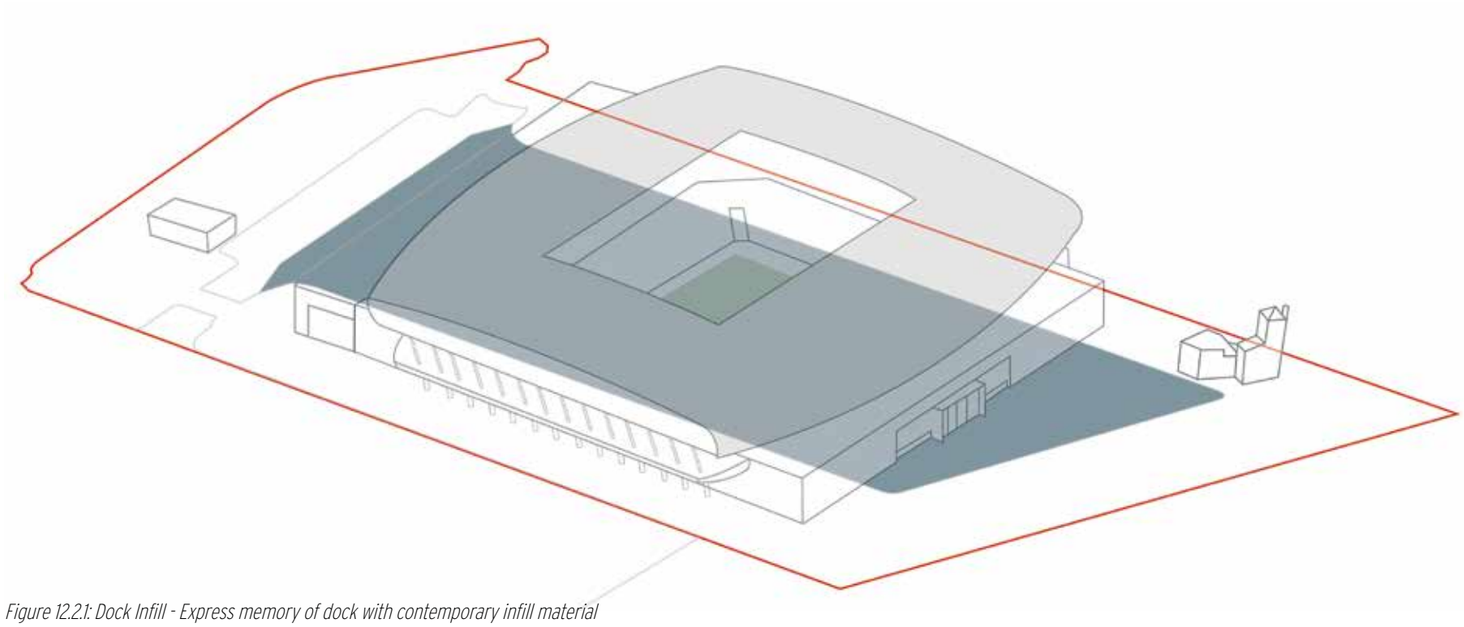


Figure 12.2.1: Dock Infill - Express memory of dock with contemporary infill material

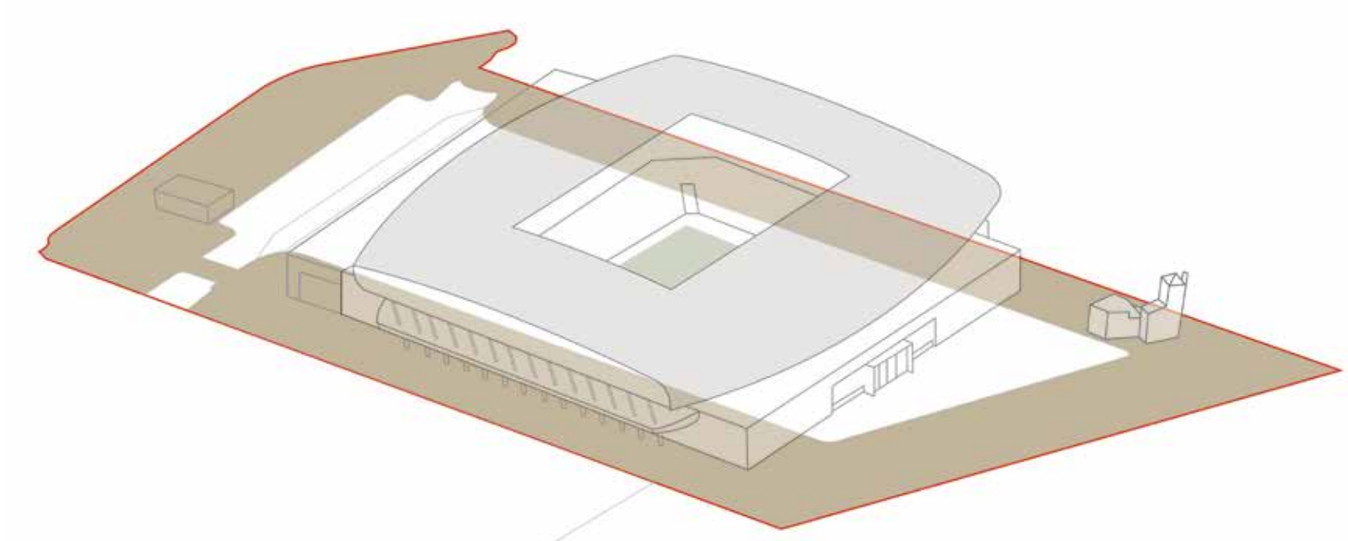


Figure 12.2.2: Quayside - Retain and re-use existing quayside materials to enhance sense of place

It is recognised that there is a balance to be struck between retaining heritage items, that may not always be conductive to ease of movement, and providing a public realm that is genuinely accessible for all.

Lifting and re-laying of existing granite setts could conflict with the provision of smooth, easily traversable surfaces, so where setts or similar materials are used, they will either be treated or laid to form a sufficiently flat, slip free surface. The surface provided will enable ease of access by all from those with restricted mobility, to the very young and old, people with pushchairs and people wearing high-heeled shoes.

The location and re-use of any reclaimed materials will therefore be considered very carefully to ensure that they do not reduce access, use or enjoyment of the space to anyone.

New materials will have appropriate finishes to minimise slips and appropriate colours so that they do not confuse or create a visual challenge.

In order to remove potential trip hazards, especially on a match day, kerbs are minimised in favour of the use of contrasting hazard warning paving to inform of any potential obstacles or risks. Vehicles moving around the stadium will be carefully monitored and controlled to reduce potential conflict and will be excluded from the stadium environment at least an hour before kick off.

Where existing materials are retained, such as the dock wall edge, they will be treated and repaired so that any trip hazards are removed

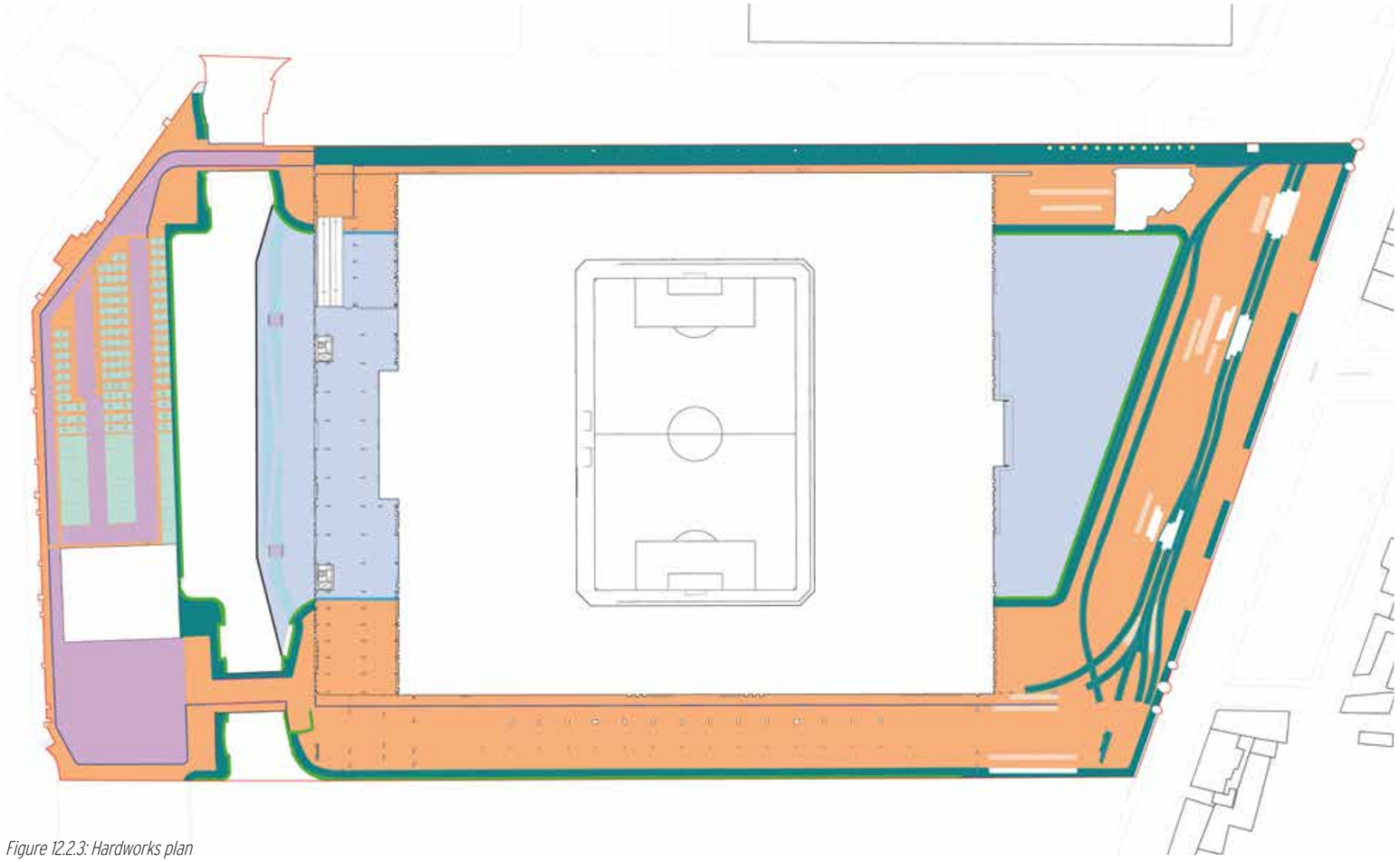


Figure 12.2.3: Hardworks plan

- MIX OF RECLAIMED/NEW GRANITE SETTS
- RECLAIMED GRANITE SETTS (RETAINED IN-SITU)
- PROPOSED GRANITE SETTS/FLAGS
- PROPOSED IN-SITU BRUSHED CONCRETE (STEEL EDGED)
- PROPOSED IN-SITU EXPOSED AGGREGATE CONCRETE BAYS WITH BLUE TONES

12.2.1 Dock In-Fill Surfacing

As a representation of the Bramley Moore Dock water, the design strategy for the hard surfacing inside the Dock Wall on the new infill material is to be a contemporary surface that contrasts with the Quayside material.

The intention is to create a visual interpretation of water with a connection to the dockland waterfront materiality. In-situ poured concrete with blue tones of colour, patterns and materials to reflect the fluid characteristics of water with the darker tones at the stadium edge and the lighter tones further away to represent a visual ripple effect.

We are currently exploring design solutions with different concrete base colours, types and size of aggregates, sealants and degrees of sand-blasting to produce the subtle patternation. The process of detailed material selection is ongoing and will be carried out in consultation with key stakeholders, including LCC and HE.

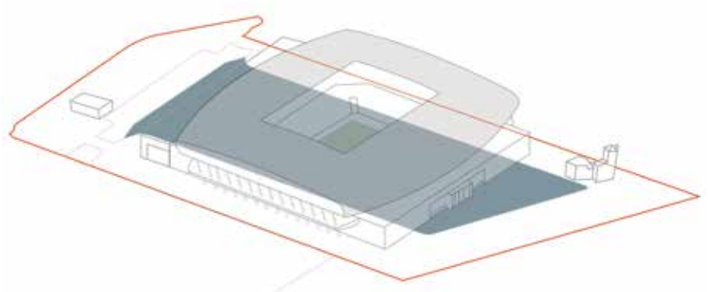


Figure 12.2.4: Dock infill paving key plan

Figure 12.2.5: Light and wind alter water surface

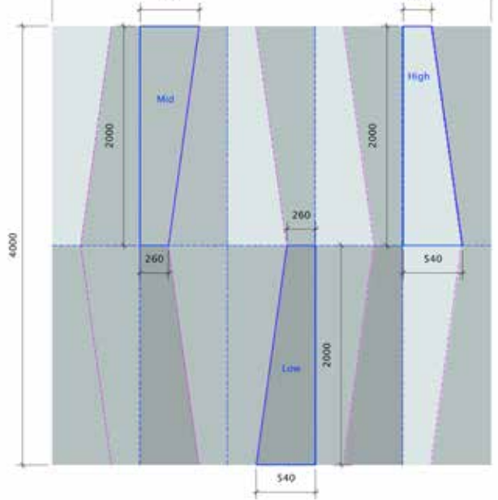


Figure 12.2.6: Exposed Aggregate blue concrete base colour samples

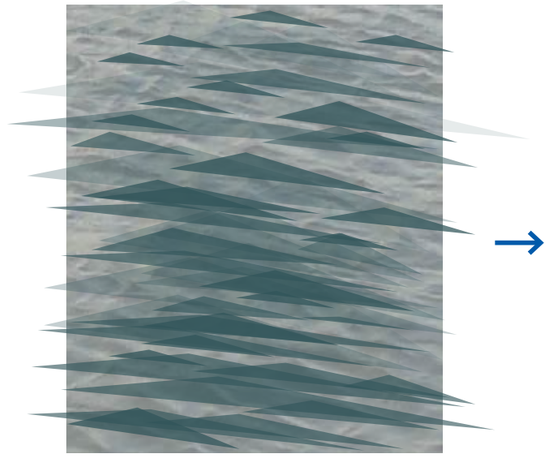
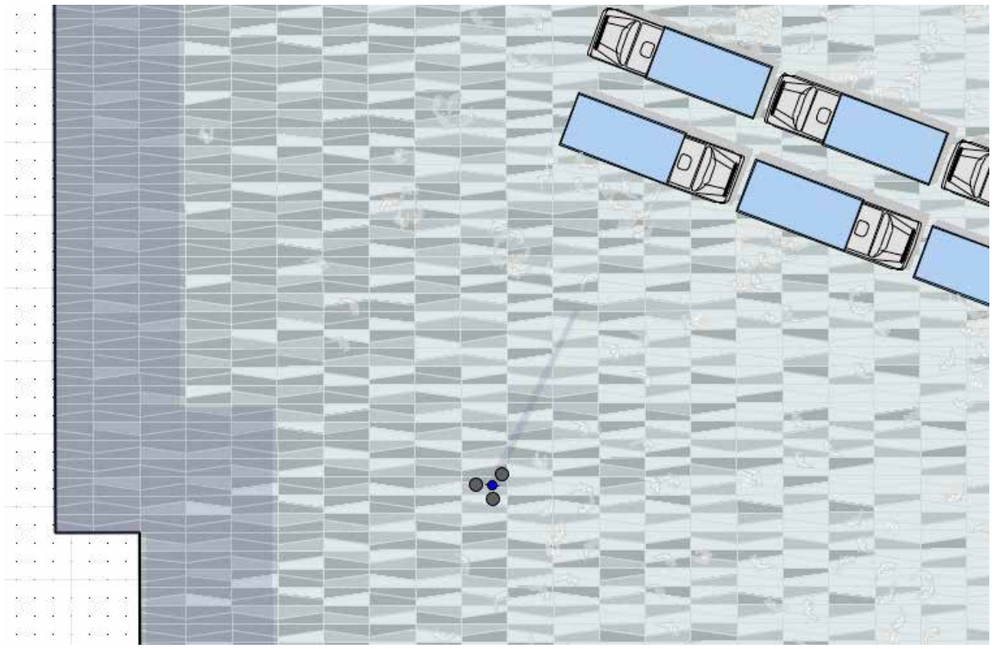


Figure 12.2.7: Angular rippled forms



12.2.8: Paving application

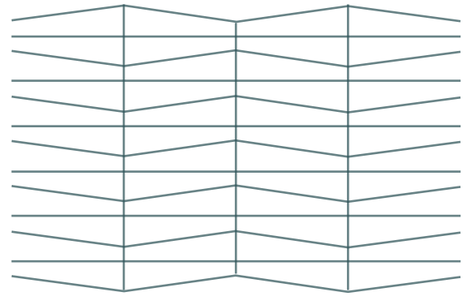


Figure 12.2.9: Indicative paving pattern to express the rippled forms

12.2.2 Quayside New Surfacing

The majority of the 'quayside' surfacing will be new granite paving. The northern and southern concourse along with the main surface of the fan plaza will consist of three gauges of sett and flag paving sizes. This surface will comply with British Standards BS 7533 in terms of slip resistance, be free from trip hazards and will ensure a fully accessible surface to the stadium public realm.

There will be a new granite footpath adjacent to the River Wall as part of the intended Liverpool Waters strategic River Walk route. The Club cannot however provide public access to the top of the River Wall as this is to remain in separate ownership (Peel Ports and the Mersey Docks & Harbour Company).

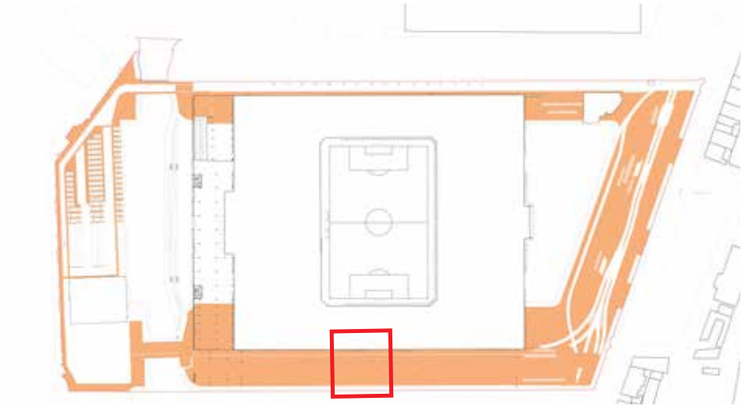


Figure 12.2.11: Schematic illustrating where the reclaimed heritage setts are located with inset reference for schematic below

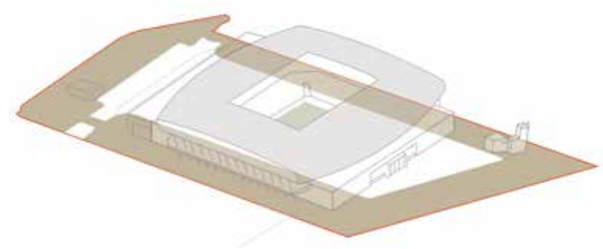


Figure 12.2.13: Quayside paving key plan

Figure 12.2.14: Precedent: Three different paving gauge sizes in random laying pattern

Figure 12.2.10: Precedent: Close up detail of new granite setts and joint widths

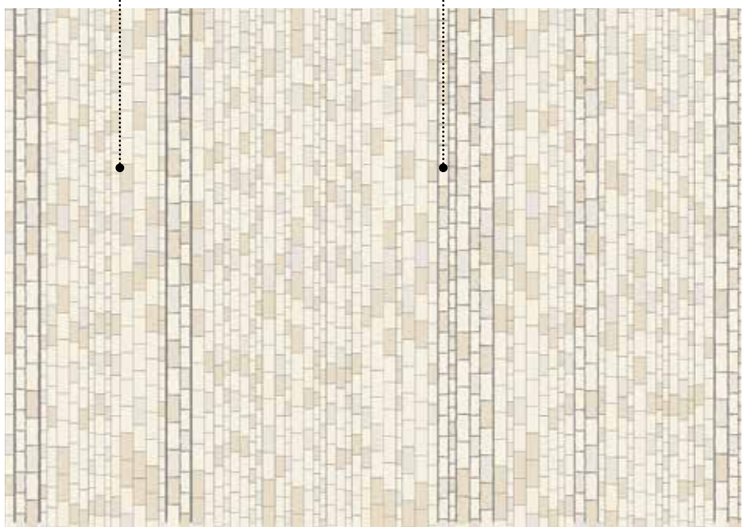


Figure 12.2.12: Paving swatch of new granite along southern concourse with banding to match stadium columns

Figure 12.2.15: Precedent: New granite setts with subtle banding

12.2.3 Quayside Reclaimed Surfacing

The design principle for using reclaimed granite setts within the site will be focused around the surfaces adjacent to the historic features such as the BMD coping stones, railway tracks, the Nelson Dock edge and the Regent Road Dock Boundary Wall. These setts will have been lifted from the site and specifically selected, tested and grouped depending on their overall properties looking at their:

- CBR Loading values
- Slip resistance qualities
- Profile and shape

Setts that pass the specific selection criteria will be re-laid within these heritage zones with new mortar jointing to ensure a smooth surface free from trip hazards. The western quay area where the Outside Broadcasting (OB) area will be located and around the perimeter of the surface car park will be another zone where the existing granite setts will be retained in-situ with selected areas being lifted and re-laid as required.

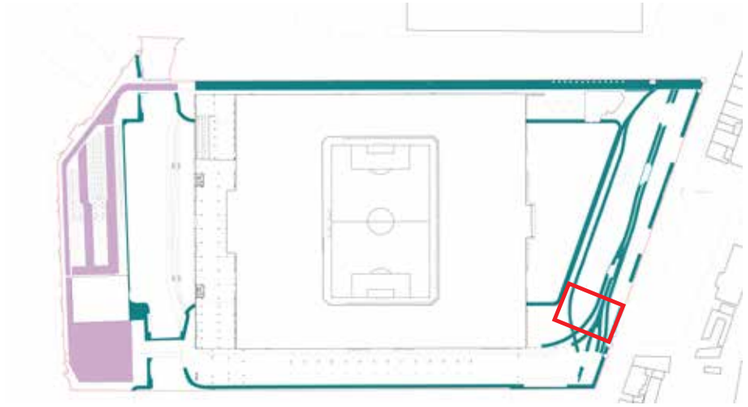


Figure 12.2.17: Schematic illustrating where the reclaimed heritage setts are located and key for swatch below in fan plaza

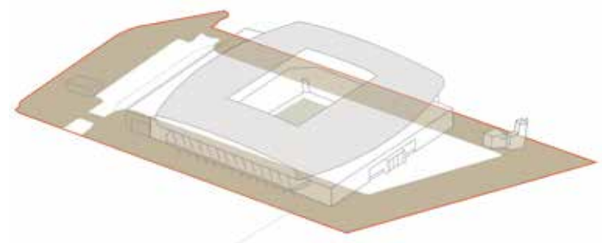


Figure 12.2.19: Quayside paving key plan

To celebrate the sites heritage, existing granite setts will be re-used. This will ensure that the fine grain of historic aesthetic is emulated through use of reclaimed materials and that there is a delicate juxtaposition of contemporary elements with retained fabric. The strategy for re-using these existing cobble setts will be to retain in-situ where possible or adjacent to historic features that are being retained.

Mix of reclaimed, sawn and new granite setts

Figure 12.2.16: Precedent: Juxtaposition of new granite flags adjacent to heritage setts

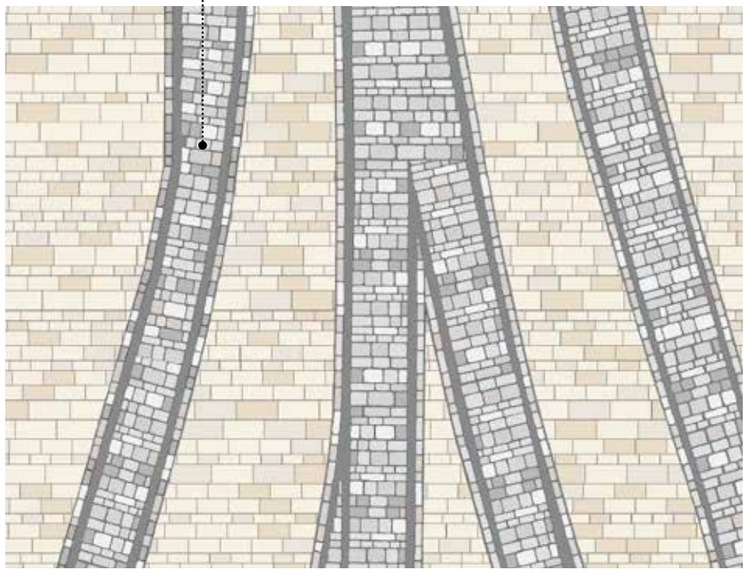


Figure 12.2.18: Paving swatch of reclaimed heritage setts inbetween railway tracks in fan plaza

Figure 12.2.20: Precedent: Reclaimed setts between railway tracks

12.2.4 Quayside Coping Transition

The proposed design is to expose and retain the existing BMD dock edge coping stones in-situ within the fan plaza to the East of the stadium and have the surfaces either side of this coping flush. There are a number of technical challenges to achieve this as the new infill material will sink over time but there is a strategy in place to accommodate this through future works to replace a section of this material to ensure no trip hazards are created.

The juxtaposition of new adjacent to old is no more apparent than at this location and it's an exciting opportunity to display this in the fan plaza.

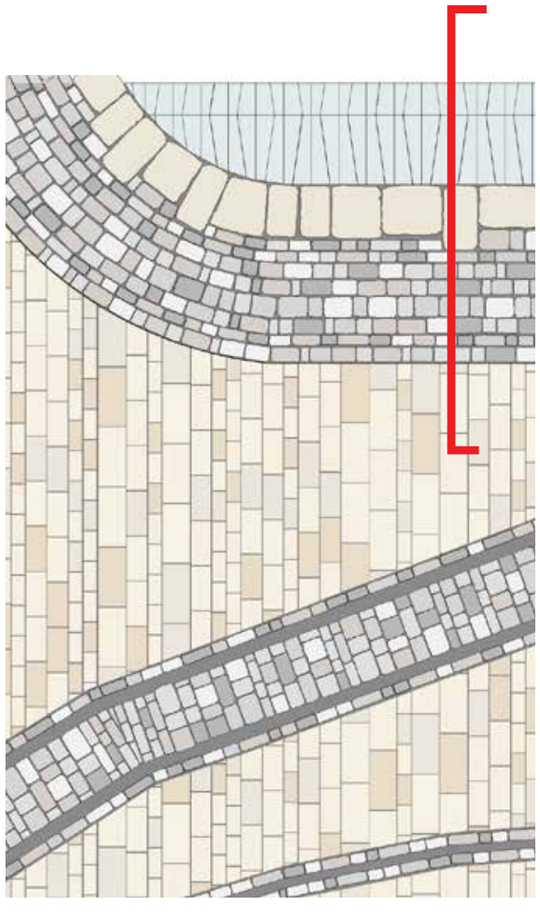


Figure 12.2.21: Paving Swatch

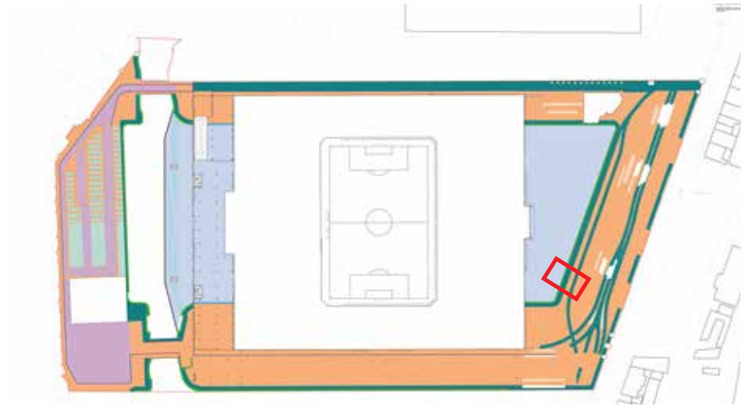


Figure 12.2.22: Schematic illustrating where the reclaimed heritage setts are located with inset reference for below

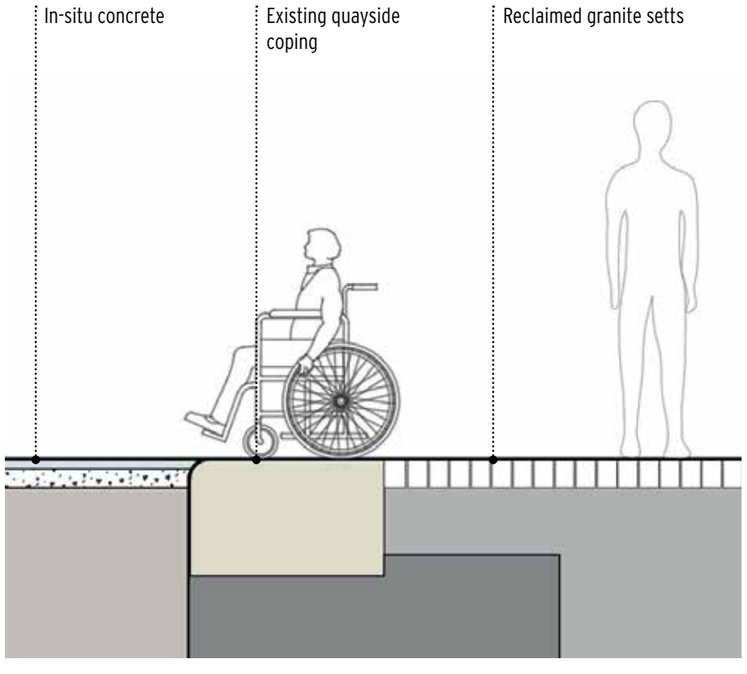


Figure 12.2.23: Flush surfaces to existing coping avoids a trip hazard

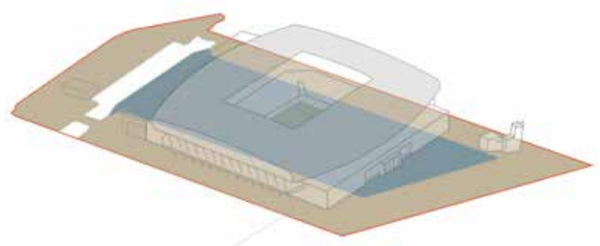


Figure 12.2.24: Quayside/dock infill paving key plan

Figure 12.2.25: Precedent: Reclaimed setts in new plaza

12.2.5 Artefacts Survey

An extensive effort has been made to identify the value and conservation state of the artefacts within the site. Site visits of Bramley Moore Dock were carried out in September, 2019. A visual and photographic record was made of all the items identified on the Topographical survey of BMD. From which the following documents have been produced:

- **Artefact Appraisal** - A visual audit to identify and record all existing in-ground and above ground elements on the site. Providing details of a) what they are and b) what material they are made of and c) their relative condition.

- **Heritage Asset Schedule** - Using the Artefact Appraisal as a reference document the items studied by KM Heritage selected which items were classified as heritage assets. Each item was then included into a separate schedule and supporting plan which identified their future use within the proposed development. Whether they would be retained in-situ or removed. Generally these items are associated with either the listed dock walls or are standalone significant heritage items that provide insight into the workings of the historic dock.

Subject to detailed design, the artefacts survey identifies the following on site:

Overall Asset Classification: Total 188 Items
- Retain in-situ = 37 No. = 20%
- Retain - repair /remediate = 76 No. = 40%
- Retain - lift to proposed level = 6 No. = 3%
- Replace with new = 2 No. = 1%
- Remove (Potential future use TBC) = 56 No. = 30%
- Remove (Damaged - to be discarded) = 11 No. = 6%

Mooring Bollard Classification: Total 88 items
- Retain in-situ = 5 No. = 6%
- Retain - repair /remediate = 38 No. = 43%
- Remove (Potential future use TBC) = 43 No. = 49%
- Remove (Damaged - to be discarded) = 2 No. = 2%

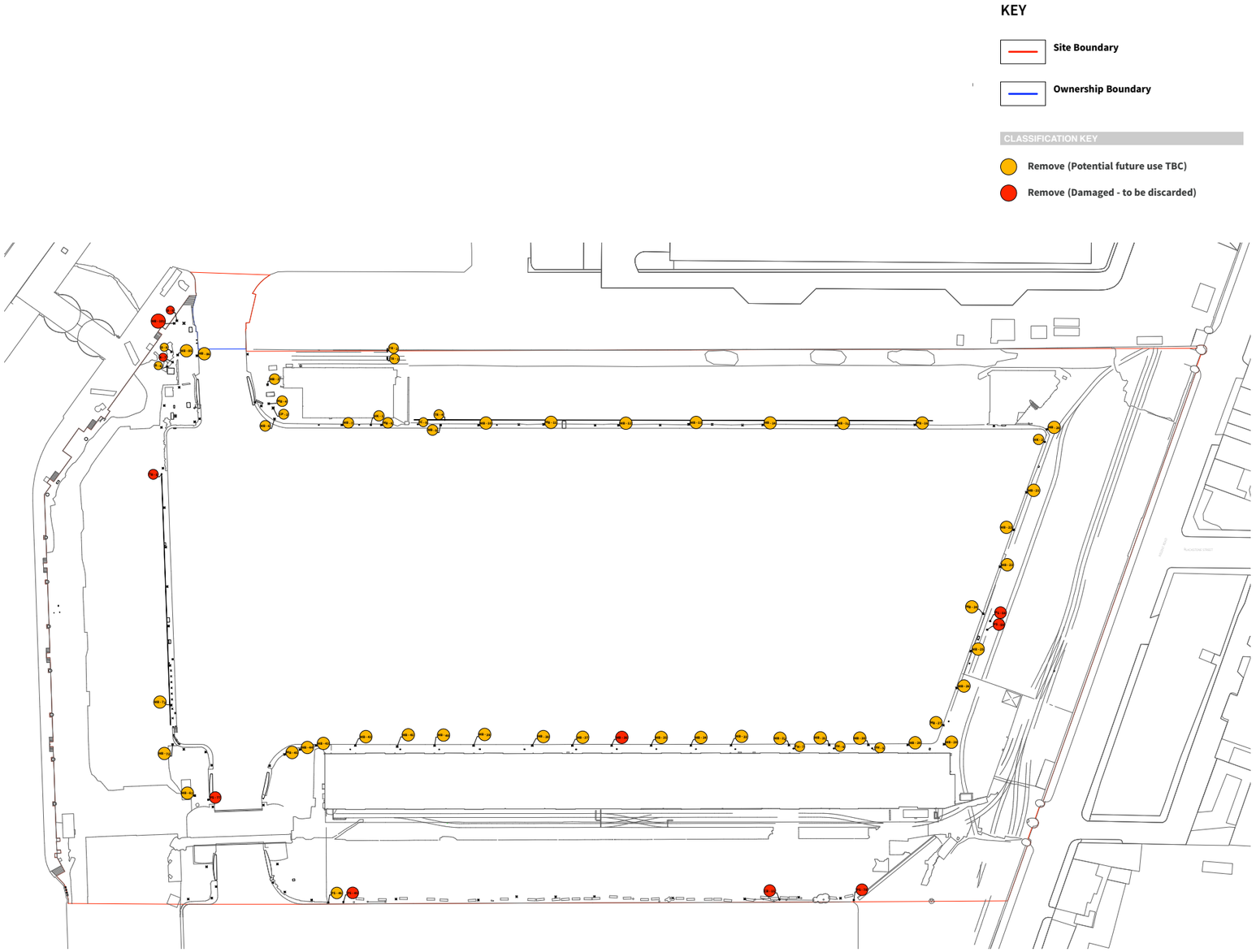


Figure 12.2.26 Heritage Assets Removal Plan

12.3 Softworks Strategy: Trees

The soft planting proposals for BMD are focused around the fan plaza. There are multiple reasons for introducing soft planting in the form of trees and planting and they are:

- Wind mitigation – to help absorb and deflect some of the wind offering some protection to pedestrians.
- Increase the Biodiversity and ecological impact of the site.
- Provide shelter and shade from the sun and rain.
- Health and wellbeing – It is proven that the presence of soft landscaping can help peoples mental health with visual and physical connections to nature.
- Break up the hard environment and offer pockets of human scale spaces.

When looking at the type of trees and planting to introduce to BMD there is a specific strategy that needs to be considered. The primary issue to consider is hardiness and understanding which species are able to survive. BMD and Liverpool Waters in general is a harsh, coastal, saline and windy environment where a majority of tree species would struggle to flourish. For this reason, trees are only proposed on the east side of the site. Through extensive studies of the Liverpool waterfront to understand which tree species have failed and which have survived and thrived in these conditions, we selected a handful of suitable trees. Further research and discussions with tree experts has refined the trees we have specified for the BMD site.

Figure 12.3.1: Precedent: Trees in waterside plaza environment

Tree species

Figure 12.3.2: Alnus cordata / Italian alder

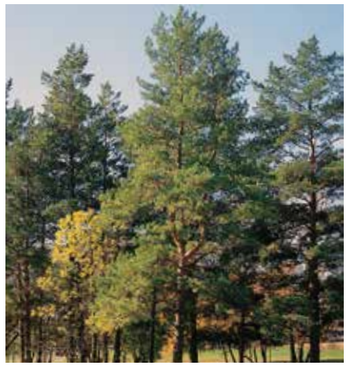


Figure 12.3.3: Pinus sylvestris / Scots pine

Figure 12.3.4: Metasequoia glyptostrobodies / Dawn redwood

Figure 12.3.5: Ulmus 'columella' / Columnar elm

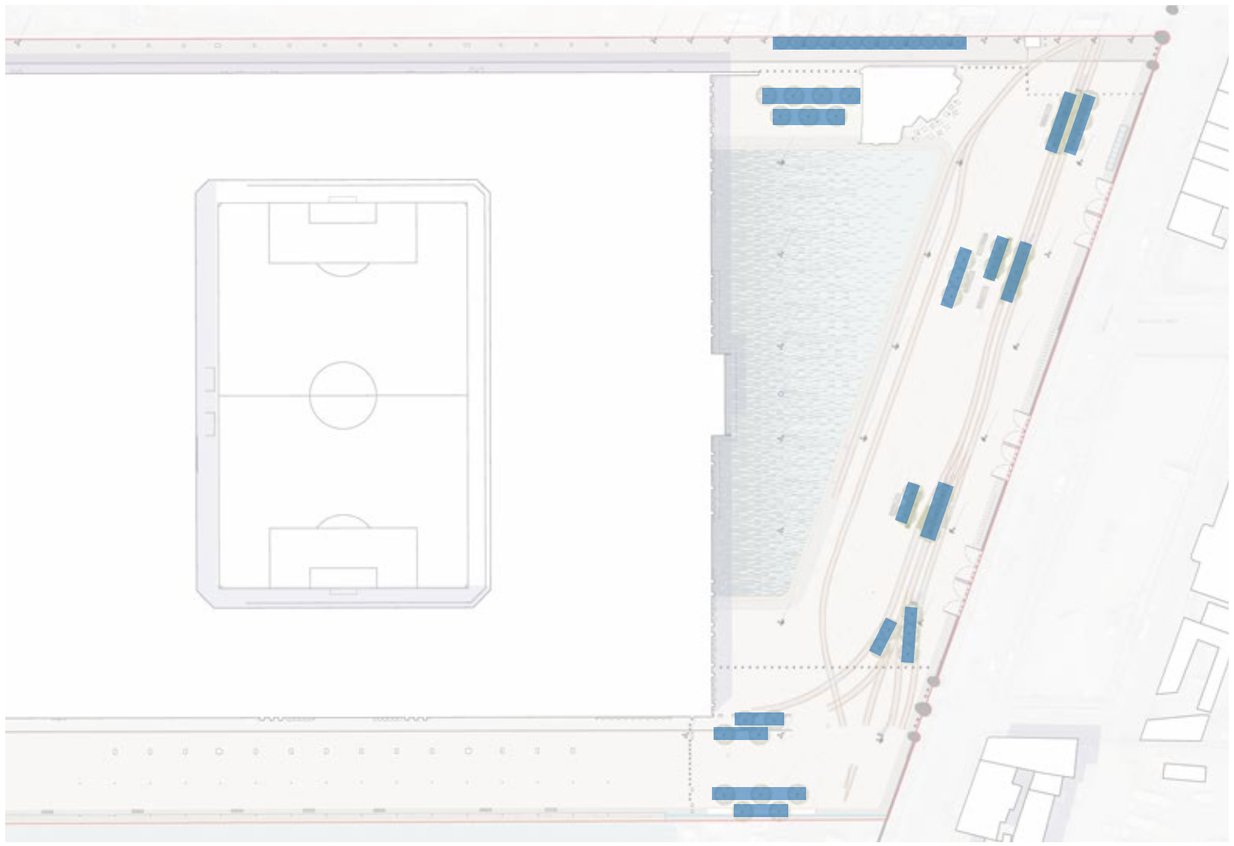


Figure 12.3.6: Areas of Tree Planting

12.4 Softworks Strategy: Grass Planting

Trees and pockets of maritime friendly planting will be introduced throughout the plaza space to help create areas of dwell and cover as well as contributing to the ecological value of the site. Trees will be a combination of deciduous and evergreen species, proven to survive within the maritime environment. The Club is committed to a robust maintenance regime ensuring that surfaces do not become slippery and fallen leaves are removed.

- Planting to fan plaza to base of trees to support growth and help to create more passive socialising spaces.
- Grasses planted in strips in large beds nestled amongst the retained rail tracks re-inforcing the linear industrial site language.
- Ornamental grasses tolerate the salt spray and harsh winds, withstanding marine environment.
- Planted en masse to maximise impact.
- Motion in the wind adds visual interest.

Figure 12.4.1: Precedent: Grass planting in between railway tracks

Grass species

Figure 12.4.2: Calamagrostis x acutiflora 'Karl Forester' / Feather reed-grass 'Karl Forester'

Figure 12.4.3: Helictotrichon sempervirens/ Blue oat grass

Figure 12.4.4: Stipa tenuissima / Mexican feather grass

Figure 12.4.5: Precedent: Low corten steel upstand edging to planting beds

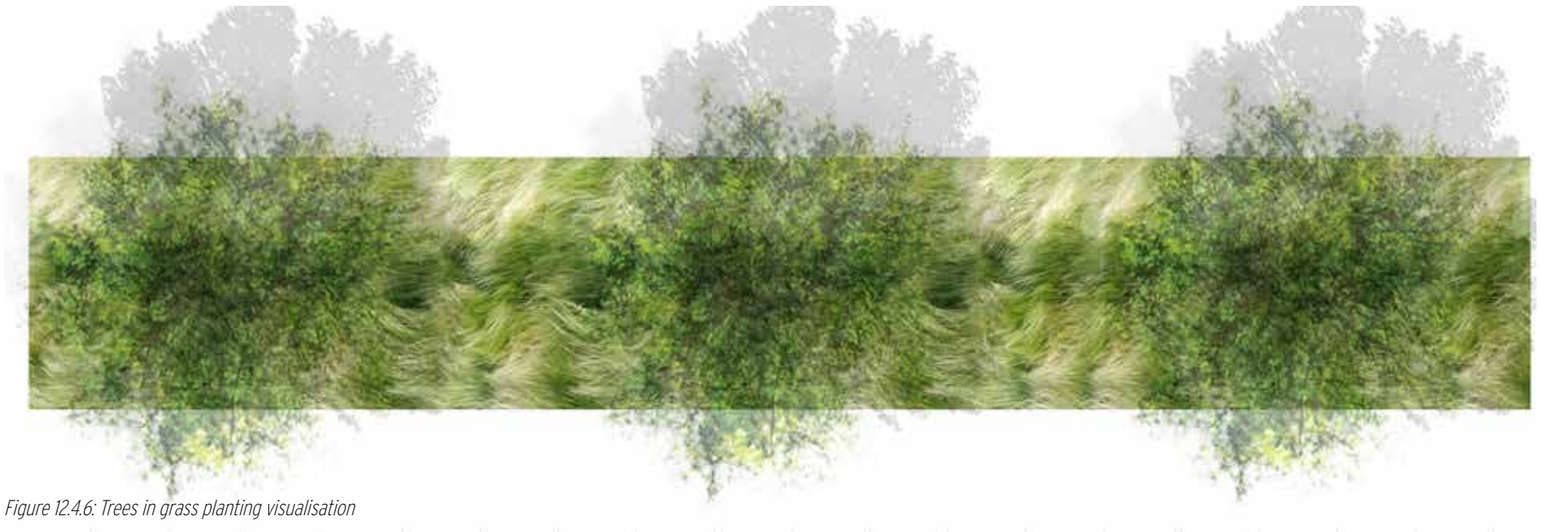


Figure 12.4.6: Trees in grass planting visualisation

12.5 Site Furniture Plan

The furniture contained within the concourse and plaza areas will be robust, designed to withstand the maritime environment whilst meeting the needs of all users.

Excessive furniture, lighting, signage and other elements can add 'clutter' to a public realm. We recognise that there is a need to balance these essential provisions with the need to create clear, accessible and legible routes. The provision of wind mitigation measures within the public realm has also been a consideration in locating street furniture around the site.

Providing sufficient areas of seating will be needed for all visitors to dwell, meet friends, take a rest and enjoy the stadium environment. These areas will form an essential element of the public realm design.

The seating provision provides a range of seating and resting options around the stadium. These include:

- A variety of seating types of varying heights with and without back and arm rests with the ability for wheelchair users to sit next to friends, out of the main pedestrian flow.
- Seating will be provided generously in and around key routes so that users can take rests when needed. Access to these seating areas will be level and located in calmer areas where possible.
- Seating materials will be fit for purpose and in a contrasting colour to its surroundings to enable seating to be clearly visible to all.
- There will be no more than 50m between seating/resting opportunities. In many instances distances are significantly closer than this.

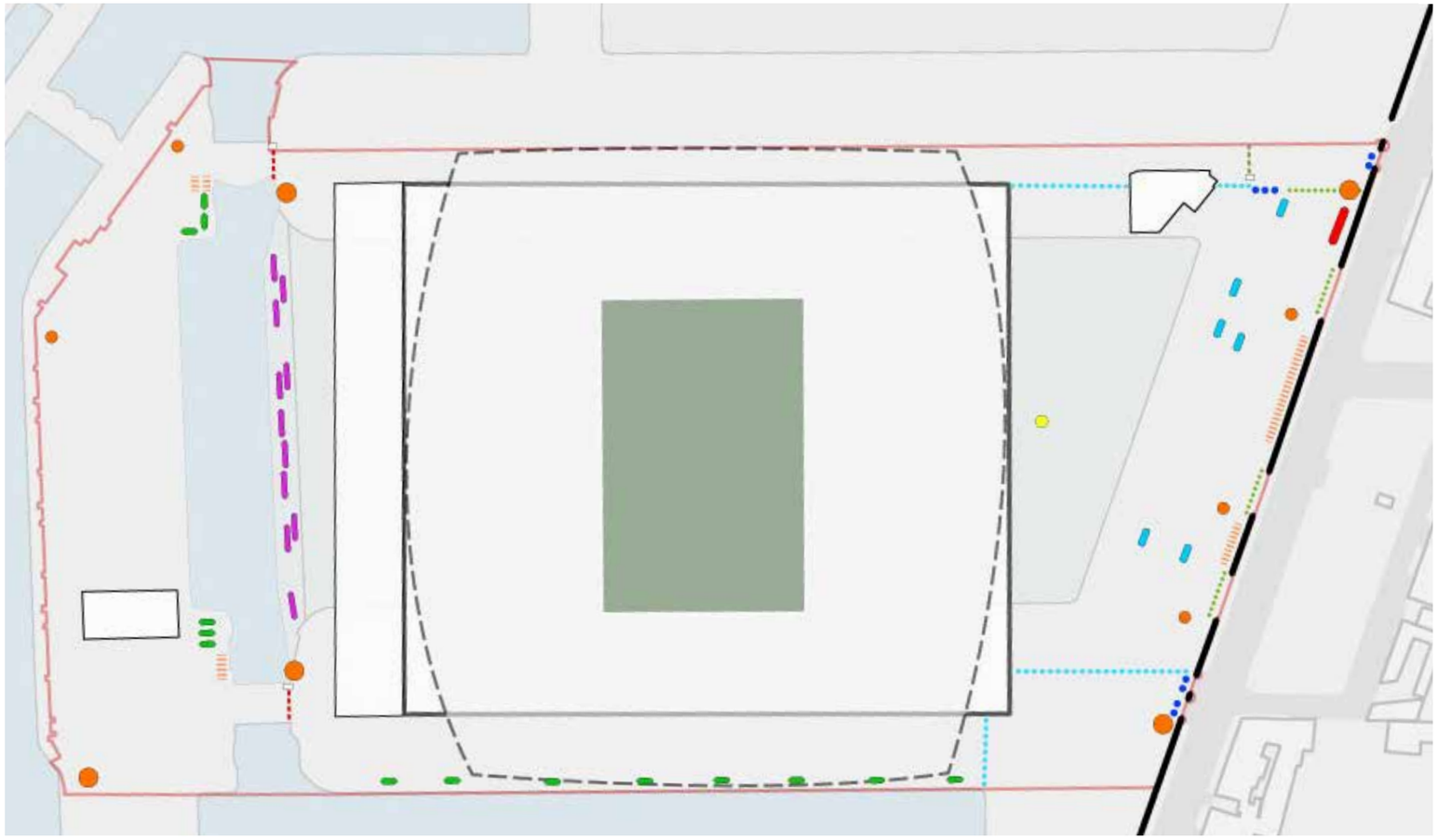


Figure 12.5.1: Site Furniture Plan

12.5.1 Site Furniture: Seating

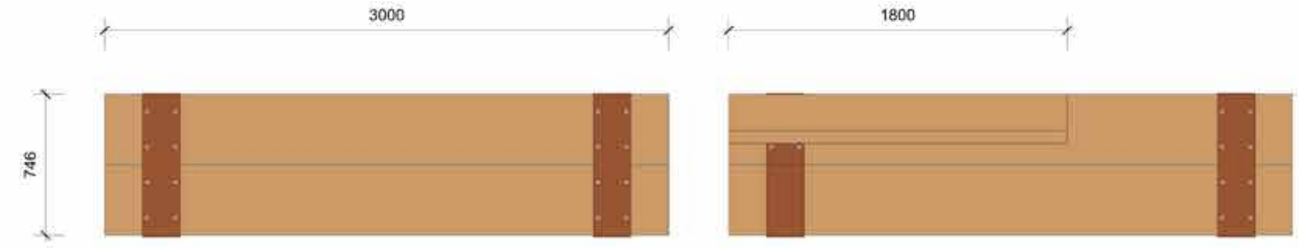
We have developed our concept furniture design to be dual purpose. The furniture is sensitive and appropriate in its aesthetic appearance to the historic dockland environment, whilst providing the necessary comfort and support for all users groups. We have two main types of seating:

Dock Edge Benches

Chunky timber sleeper benches with steel supports and timber back and armrests. There will be benches at a range of different heights to offer users the opportunity to sit and rest and also wheelchair users to transfer across with sufficient space at the sides out of the main pedestrian flow. These benches could also offer opportunities for wayfinding / heritage interpretation through burnt branding lettering and/or imagery. Refer to section 12.3.2 for further detail on this.

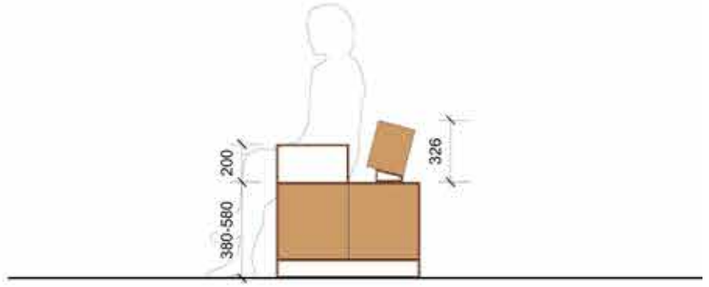
Precedent: Chunky timber sleeper bench *(Copyright Streetlife Furniture)*

Precedent: Chunky timber sleeper bench with armrests

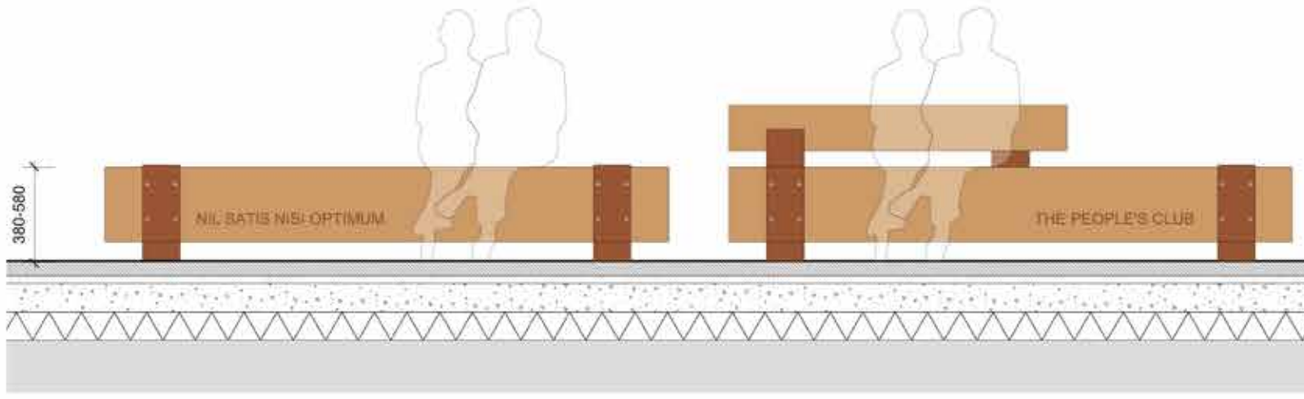


Dock Edge Bench without backrest - Plan

Dock Edge Bench with backrest - Plan

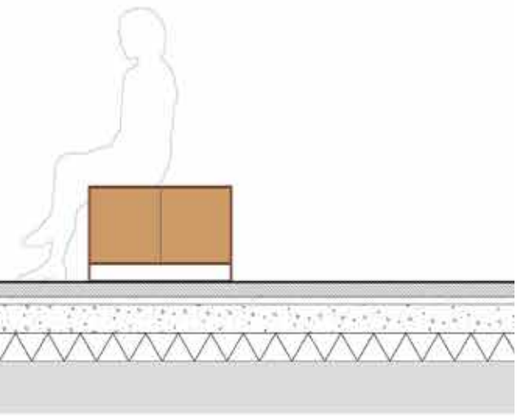


Dock Edge Bench with backrest - Cross Section



Dock Edge Bench without backrest - Front Elevation

Dock Edge Bench with backrest - Front Elevation

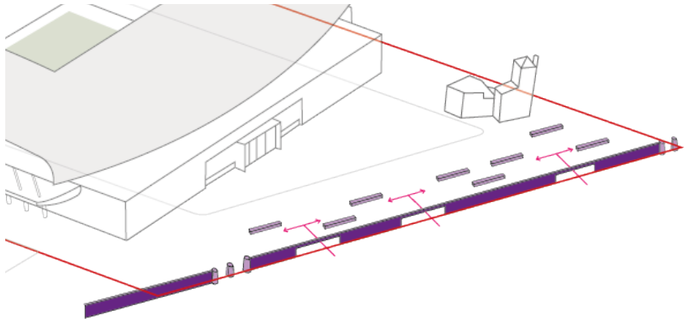


Dock Edge Bench without backrest - Cross Section

12.5.2 Site Furniture: Fan Plaza Benches

Within the fan plaza there will be large bespoke seating benches that encourage groups of people to sit together with a variety of seating styles ranging from lounging with tilted backrests to more typical upright seats.

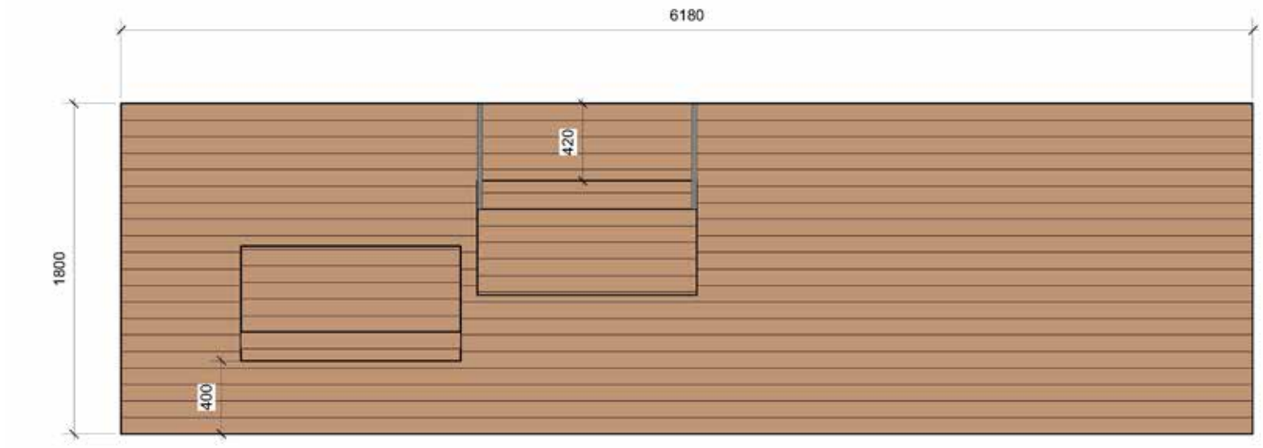
Where the new gateway openings are being created, a design principle of 'celebrating' the replaced material in the public realm is being explored, following pre-application discussions with LCC, with the dock walls being pushed into and re-purposed on the fan plaza. This will be developed further - potentially re-using the rubble stone as a base material for the benches, with chunky timber



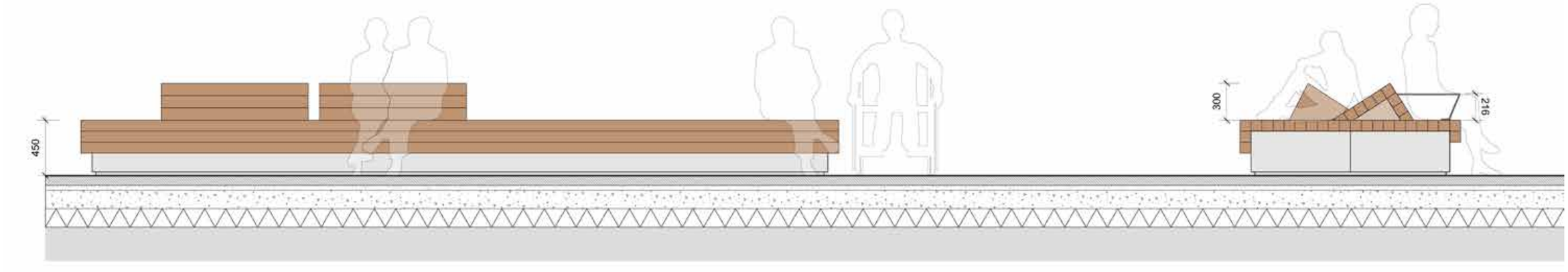
Dock wall pushed into site - design concept

Existing dock wall granite rubble

Precedent: Bespoke seating plinth with back and armrests incorporated



Fan Plaza Bench - Plan



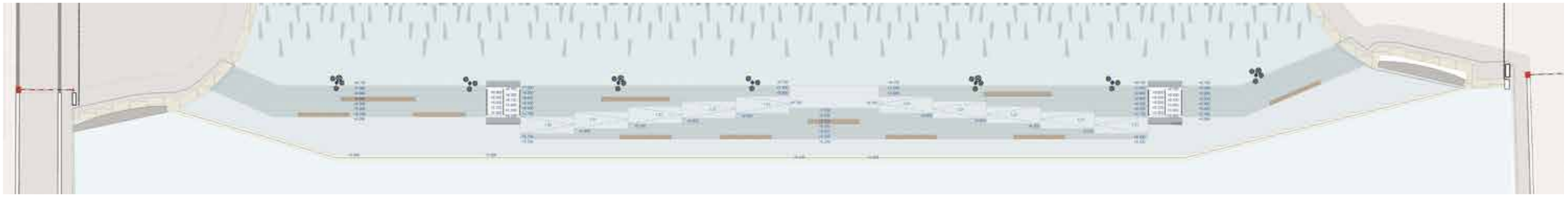
Fan Plaza Bench - Front Elevation

Fan Plaza Bench - Cross Section

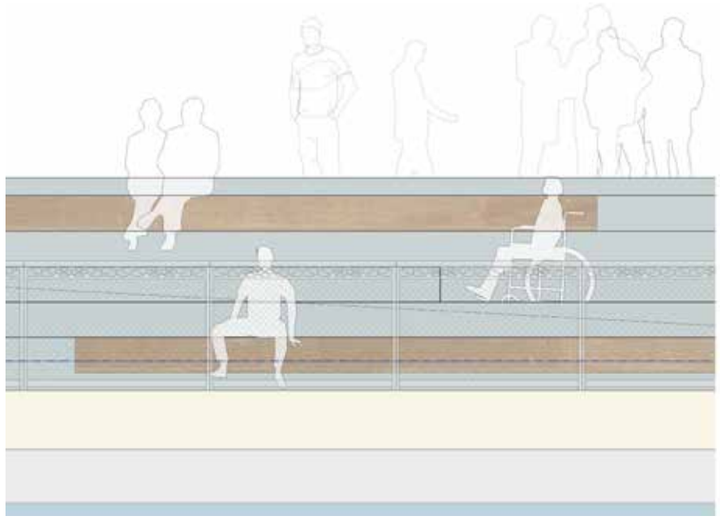
12.5.3 Site Furniture: Western Water Channel Seating Terraces

The proposed water channel provides a visual link between Nelson Dock and Sandon Half-tide Dock and is important in terms of representing the interconnected dock system . Providing seating along the Westen water channel assists in generating activity and public interest in this feature. They will consist of a brushed concrete finish and incorporate chunky timber sleeper style seating sections fixed onto the concrete. Additional armrest supports will also be provided. This waters edge incorporates standard typical steps, seating terraces and ramps down to the lower waters edge terrace to encourage people to get close to the water and also be able to interact with and view up close the vertical face of the original BMD walls and the historic lock gates at either end.

Precedents: Mermaid Quay, Cardiff. Steps down allow people to interact with the heritage and present a different view of the historic dock walls

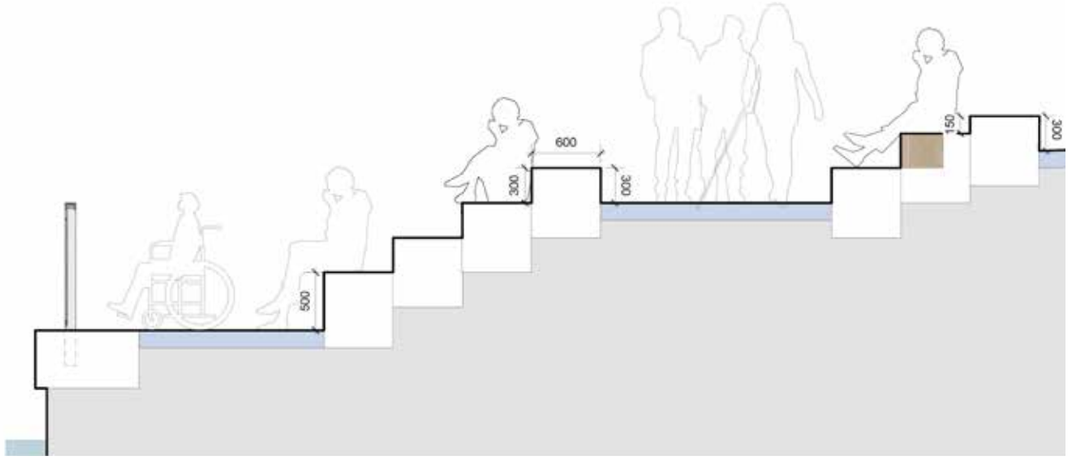


Waters Edge Terrace - Plan



Waters Edge Terrace - Front Elevation

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



Waters Edge Terrace - Cross Section

12.5.4 Site Furniture: Cycle Storage and Litter Bins

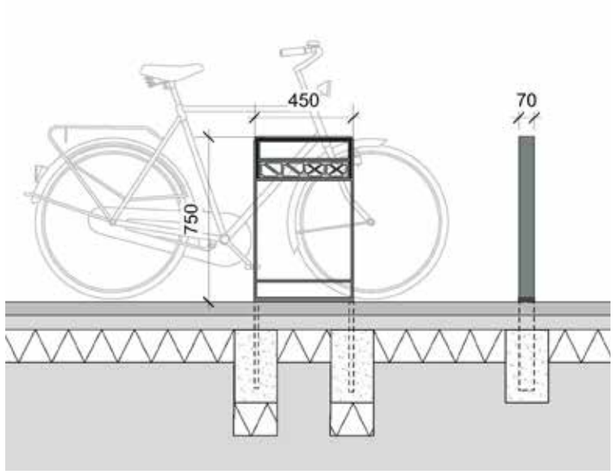
The stadium will attract hundreds of thousands of visitors a year both for football matches but also on non-match days as visitors for stadium tours or other conferences or events as well as the everyday staff that work at the stadium.

After consultation with Liverpool City Council and through fan surveys and the Transport Assessment, it has been agreed to provide storage for a total of 152 cycle spaces with a further 60 cycle spaces identified if the demand increases in the future. 120 of these cycle spaces are located within the fan plaza area to the east of the stadium and 32 to the west of the stadium. Within this total number, 30 cycles will be accommodated for within a two tier shelter and allocated for staff members working within the stadium and this is located to the NE of the

It is anticipated that a majority of cyclists will come via Regent Road along the recently built cycle lane. Therefore, a majority of the cycle storage facilities will be located on the inside (western side) of the dock boundary walls and adjacent to the main gateway entrances to the site. Staff will use a two tier cycle store, whereas individual cycle stands will be provided for visitors.

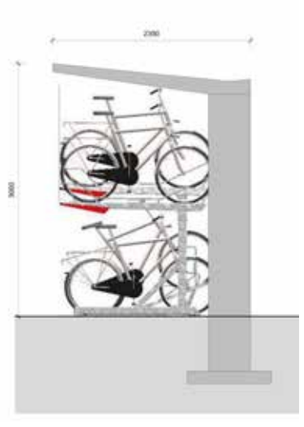
Cyclists are also expected to arrive at BMD via the Strategic River Walk leisure route which extends along the entire western edge of Liverpool Waters. Should cyclists choose to dismount and store their bikes along this western edge within the BMD site then there is provision for free standing cycle stands within the seating zones to the NE and SE corners of the west quay surface car park. See Section 8.5 for location plan of cycle stands.

In accordance with the submitter Security Report, litter bins will be in the form of a frame with clear bin liners for counter terrorism purposes but the frame goes down to the ground to allow blind and partially sighted people to detect them with canes. They will be provided around the perimeter of the stadium, adjacent to lighting columns to minimise them becoming obstructions.

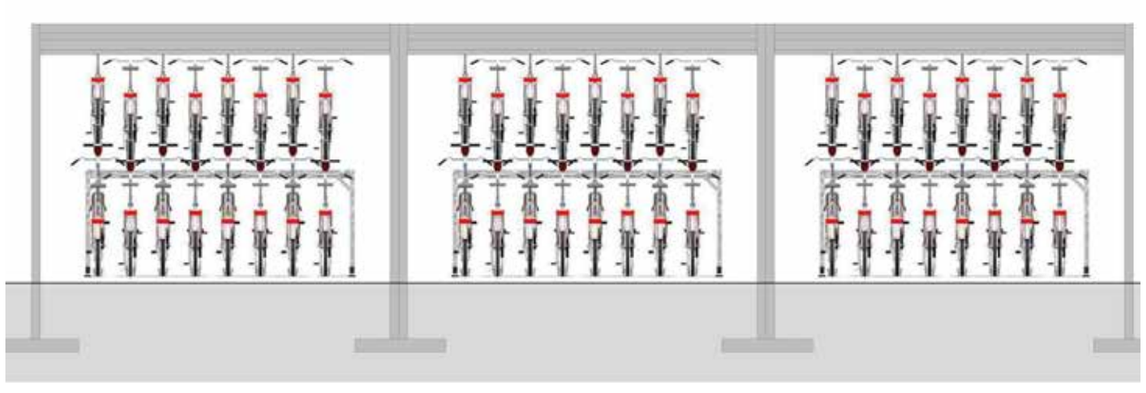


Bespoke cycle stand detail

Precedent of laser cut detailing into cycle stand



Double tier cycle store cross section



Double tier cycle store elevation

12.6 Boundaries and Site Security

Boundary treatments are required to delineate site ownership, for site security purposes and to ensure the club has the ability to close off certain areas of the site during different modes, e.g. event/non-event days and during the daytime/night time hours:

Northern Boundary – To the north of the site is an existing steel palisade fence which divides the BMD site with the United Utilities Waste Water Treatment Works. There will be no movement across this boundary once the BMD site is occupied and functional. A secure 2.4m high boundary is proposed and this will be a secure steel mesh fence which will have the potential to incorporate artwork finish treatments to make them look and feel more visually appealing and act to screen the treatment plant from the site. See 12.6.3 for more details.

Western Boundary – To the entire length of the western side of the site is an existing elevated River Wall which site outside of the red line site boundary. There are multiple locations along the wall's length that have steps up to the upper surface of the wall. These steps will be fenced off from the lower surface level to prohibit pedestrian access. See section 12.6.3 for more details.

Southern Boundary – The middle section of this southern boundary is Nelson Dock edge with the water below. This edge will require a new balustrade along its entire length at the South East and South West corners of this boundary where there is a land connection between BMD and Nelson Dock, there will be a requirement for a physical 2.4m high secure fence with controlled access gates. It is envisaged that upon the stadium becoming fully operational that Nelson Dock will still be a derelict and unoccupied dockland. Therefore, to control and restrict access there is a requirement for this fence. Once Nelson Dock is developed as per the Liverpool Waters Development plans then these two corners of the site will have the gates open during daylight hours on non-match days to facilitate pedestrian movement and create a permeable connection between the two.

Eastern Boundary – The Dock Boundary Wall along Regent Road will have two existing gateways to the north and south ends that will remain as key access points to the site for both vehicle and pedestrian access. Three more new access openings will be created through the dock wall but will be limited to pedestrian and cycle movement only. Access will be managed and controlled through the use of permanent bollards and gates. See section 12.6.3 for more details.

The Fan Plaza and public realm around the stadium will be an accessible public open space.

Other site security areas within the site:

- Outside Broadcasting Compound – The area to the south west of the site will be a zone for the OB vehicles and will be managed through the use of temporary fencing that will be installed around the perimeter of the compound once occupied with OB vehicles and personnel.

- The Isolation Structures – The north and southisolation structures that connect the main site with the western quay will have vehicle control barriers that will control access across these bridges during matchdays and provide vehicle crash protection balustrading to the edges.

- The Vehicle Check Area – The zone to the North East corner of the site will become a vehicle security control point and access to the remainder of the site will be managed from this area through the use of bollards, barriers and security personnel.

- The Water Channel Edge – The perimeter of the water channel that connects Nelson Dock with Sandon Half Tide Dock will consist of the isolation structures to the north and south which will include new vehicle crash protection balustrading. The western edge of the channel is the BMD wall and will require balustrading to match the Nelson Dock balustrading but will be located and fixed well inside of the listed coping stones. Additional wheel stop features will be installed to add additional protection between the surface car parking and the dock edge.

- The eastern edge of the water channel will be a new dock infill edge and will be constructed as a secant pile wall with the top of this edge circa 1m above the mean water level. A pedestrian balustrade edge protection will be required to this edge but will be a different aesthetic style to provide a contrast to the historic edge treatments but will incorporate the same functional properties.

Dock Edge Balustrade

Operational Parameters:

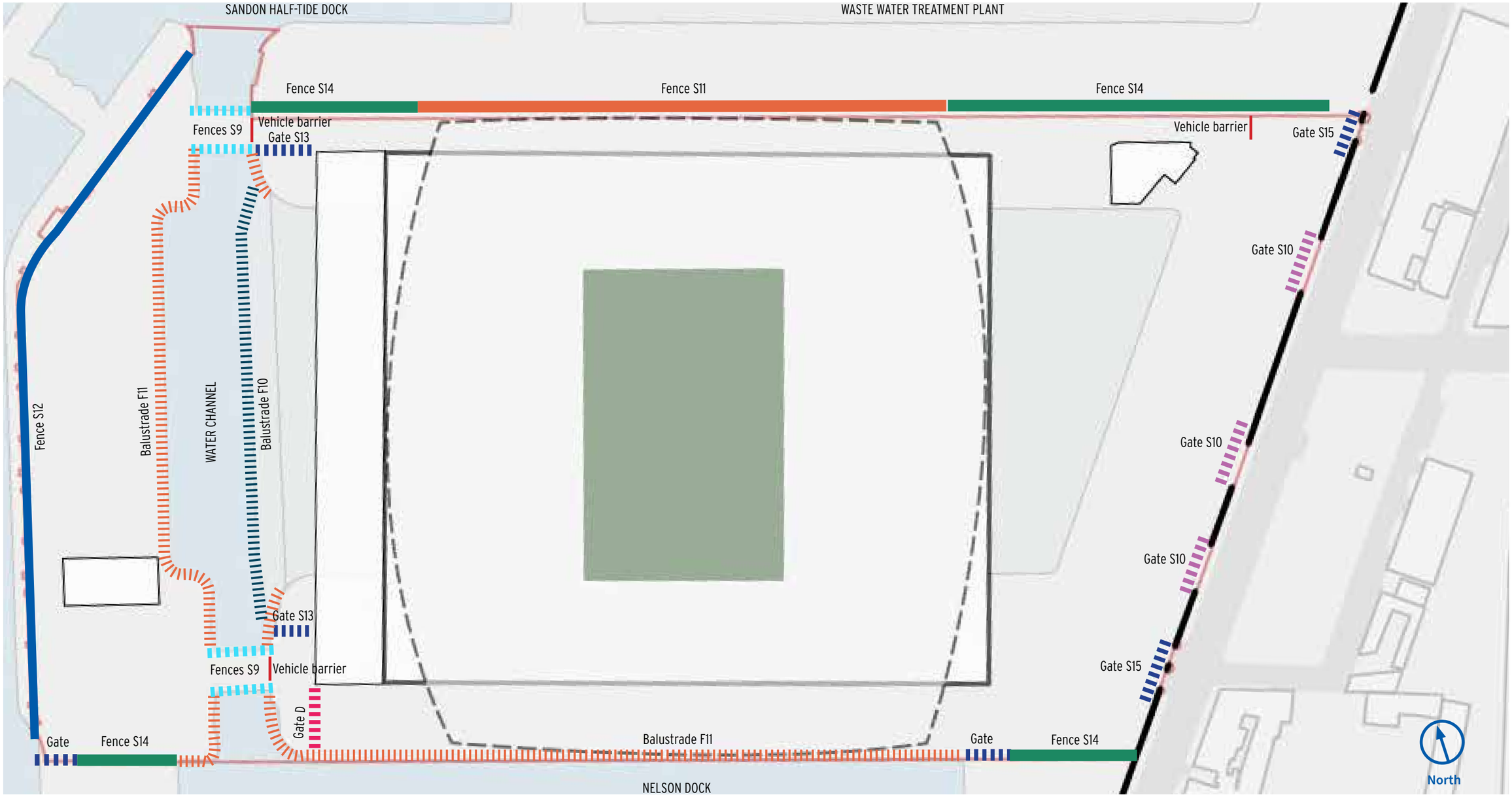
- **Drainage** - Allow surface water to discharge over dock edge.
- **Litter** - Prevent litter migrating into watercourse.
- **Height** - Balustrade to be min. 1100mm height to satisfy building regulations.
- **Vehicle Impact Protection** - In some locations they may need to prevent vehicles falling into the waterbodies.
- **Anti-climb** - The vertical face or profile will need to prevent people climbing/sitting on balustrade.

Heritage/Aesthetic Parameters:

- **Views** - Allow maximum visual permeability to preserve views across the docks.
- **Impact** - Reduce interference with historic structures and features.
- **Materiality** - Considered in terms of industrial/mercantile/maritime site heritage.

12.6.1 Site Boundaries - Plan

The plan below shows the proposed boundary typologies around the stadium site:



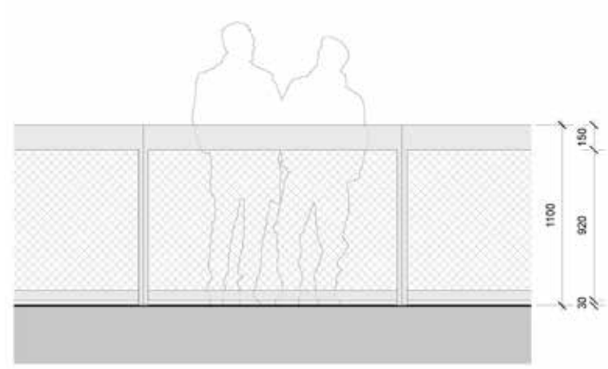
The plan above shows boundary treatments proposed around the site

12.6.2 Dock Edge Balustrades

Balustrade F11

Balustrade F11 is located at the historic listed dock edges. Will be set back from the edge coping stones and within the heritage strip paving zone. They will have a simple, elegant form and materiality so they don't visually detract from the historic dock walls. They will include the following elements:

- Infill panels/weld mesh to stop litter.
- A robust and simple frame
- Lighting into the underside of the handrail to flood light onto the heritage setts below
- Be root fixed through the paving



F11 - Cross Section

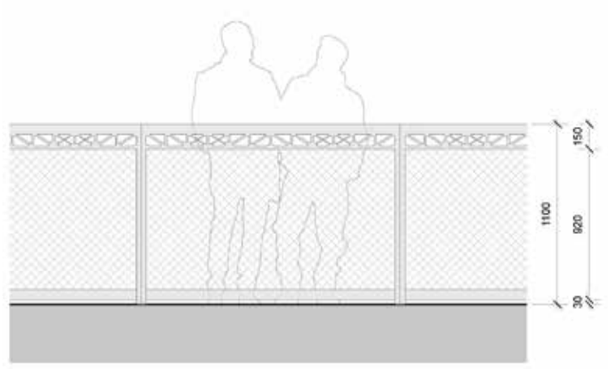
[redacted]

Precedent Image

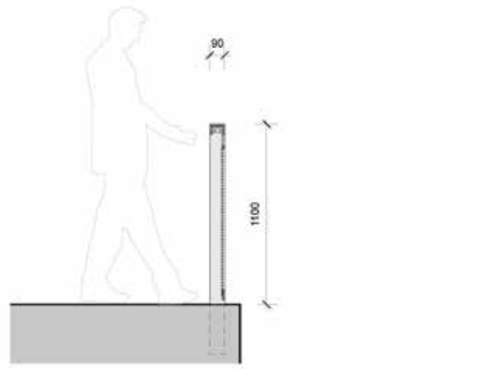
Precedent Image

Balustrade F10

Balustrade F10 is located along the lower terrace on the western concourse water channel edge. This will form a safety protection and will be the same as Type A except it will also incorporate some laser cut artwork into the upper handrail to add some further interest and association with the club's heritage.



F10 - Front Elevation



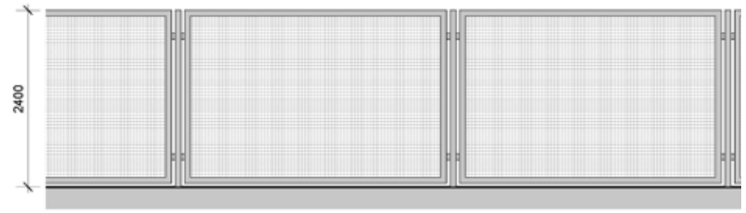
F10 - Cross Section

Precedent Image

12.6.3 Boundary Fences

Fence S11

Located along the northern site boundary and parallel to the stadium. A steel frame with expanded/weldmesh panel.



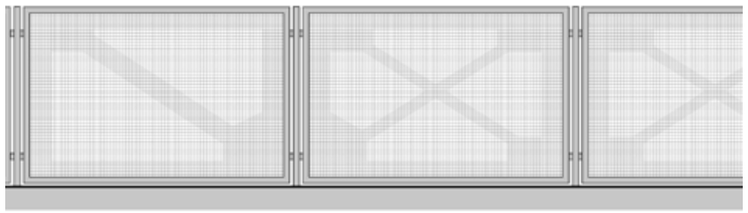
S11 - Front Elevation

S11 Precedent Image

Fence S14

Located along the northern site boundary to the east and west of the stadium. This fence type is the same as Fence S11 but will also incorporate some bespoke artwork on the expanded/weldmesh panels through the different finish on the steel. These fence panels will be clearly visible either from the Fan Plaza or the western concourse and will be used to detract the eye from the waste water treatment plant to the north of the site.

This fence type will also be located to the south east and south west corners to provide a secure boundary between BMD and Nelson Dock. Fence S14 will also incorporate gates in the same style on the South East and South West corners of the site.



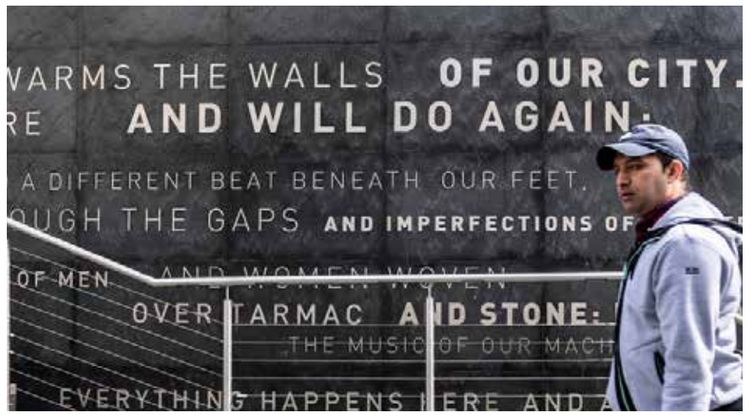
S14 - Front Elevation

S14 Precedent Image

Fence S12

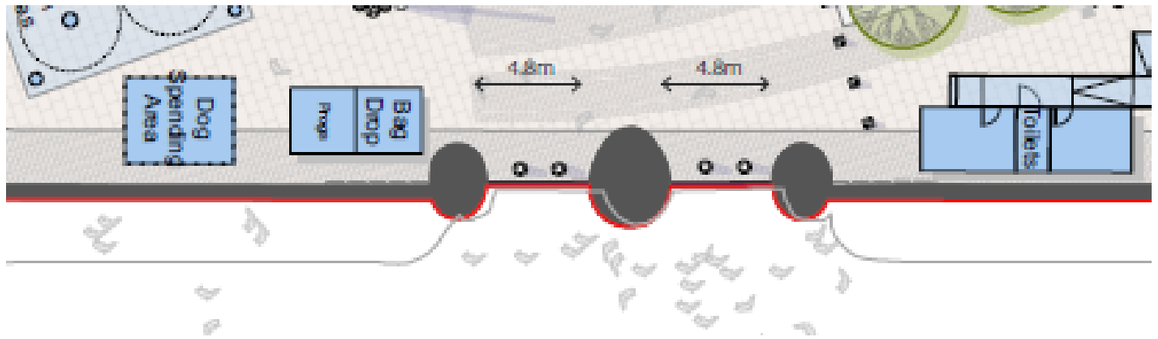
Located at the bottom of the River Mersey Wall steps, its primary function will be to prevent unauthorised access up onto the elevated upper level which is outside of the clubs ownership boundary. Incorporating gates these screens can also double up as heritage interpretation panels displaying information about the history of the dock. This will provide elements of interest for people as they move through BMD as part of the proposed strategic River Walk.

S12 Precedent Image



S12 Precedent Image

12.6.4 Dock Boundary Wall Gates: Type A (Existing Openings)



Southern gateway opening

Southern gateway opening

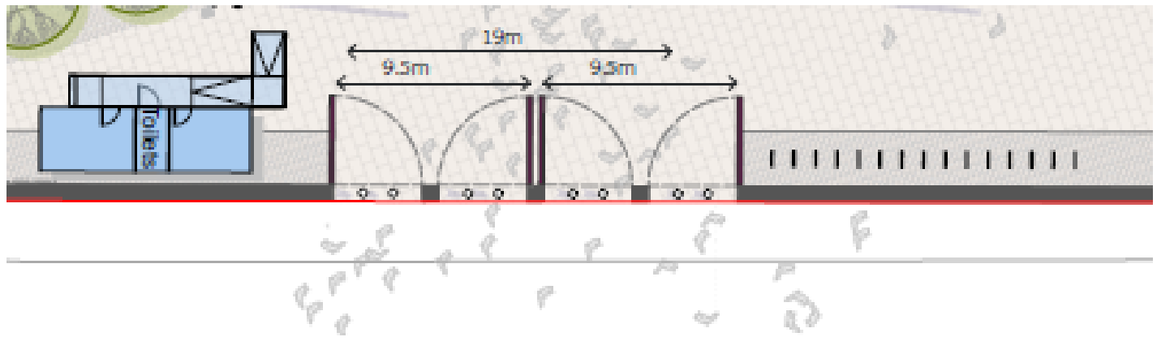
Principles

- Restore southern gateway to match existing northern gateway
- Large scale timber gates
- Slide inside recess within granite piers

Existing North gate

Existing Northgate

12.6.5 Dock Boundary Wall Gates: Type B (New Openings)



Proposed new openings in dock wall

Proposed new openings in dock wall - open doors

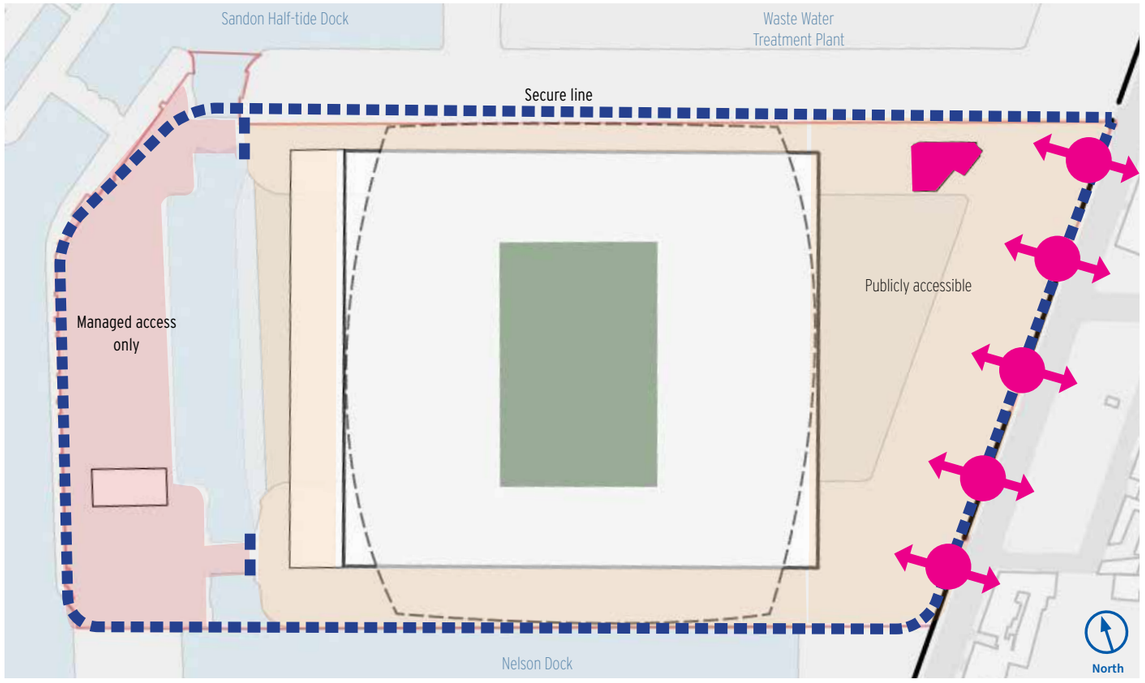
Principles

- Track along ground for stability
- Mechanically operated. Will require specialist input

Proposed new openings in dock wall - open doors

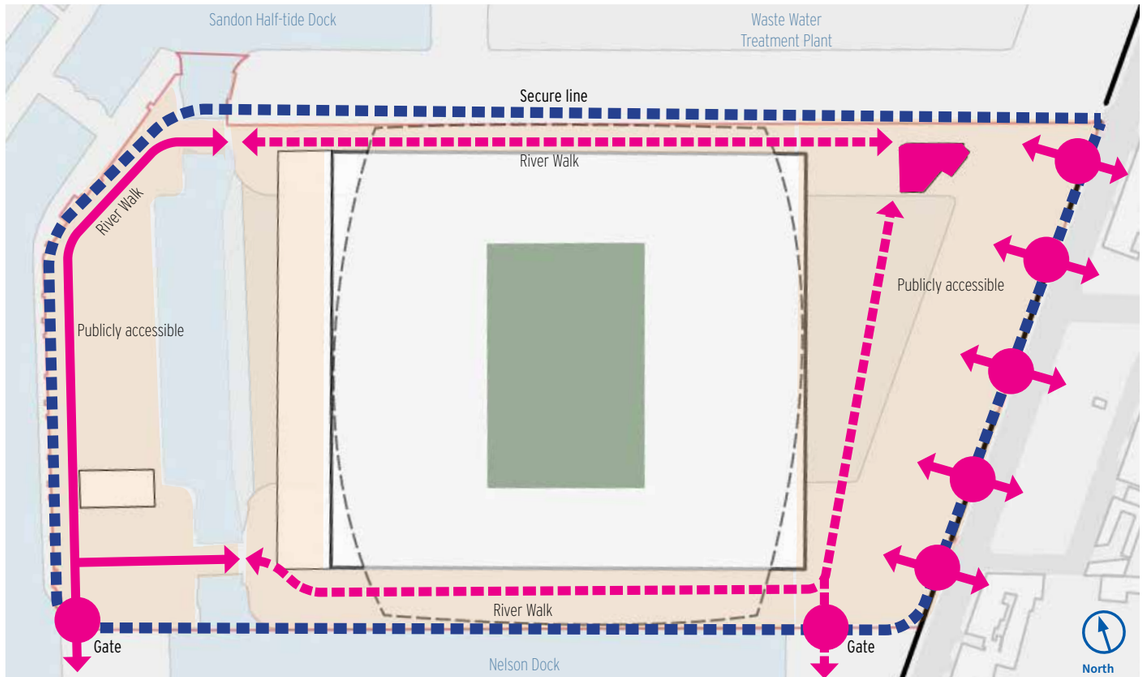
12.6.6 Match day/Short Term Access and Security

On match days and in the short term, until Liverpool Waters (Nelson Dock) becomes developed and operational, the north, south and western boundaries of the site is an impenetrable secure line with managed access in and out of the site via the Regent Road Dock Boundary Wall gates only. Vehicle access will be controlled via the security gates on the north and south isolation structures. The whole site is publicly accessible at all times, with gates in the Regent Road Dock Boundary Wall controlling access if required for security purposes.



12.6.7 Non match days/Long Term Access and Security

Once Liverpool Waters and Nelson Dock is developed, the south west and south east corners of the site will also have gateways to allow pedestrian and cycle movement through including the proposed strategic River Walk to the western edge, with the walk either terminating or starting at the Hydraulic Tower.



12.7 Site Levels

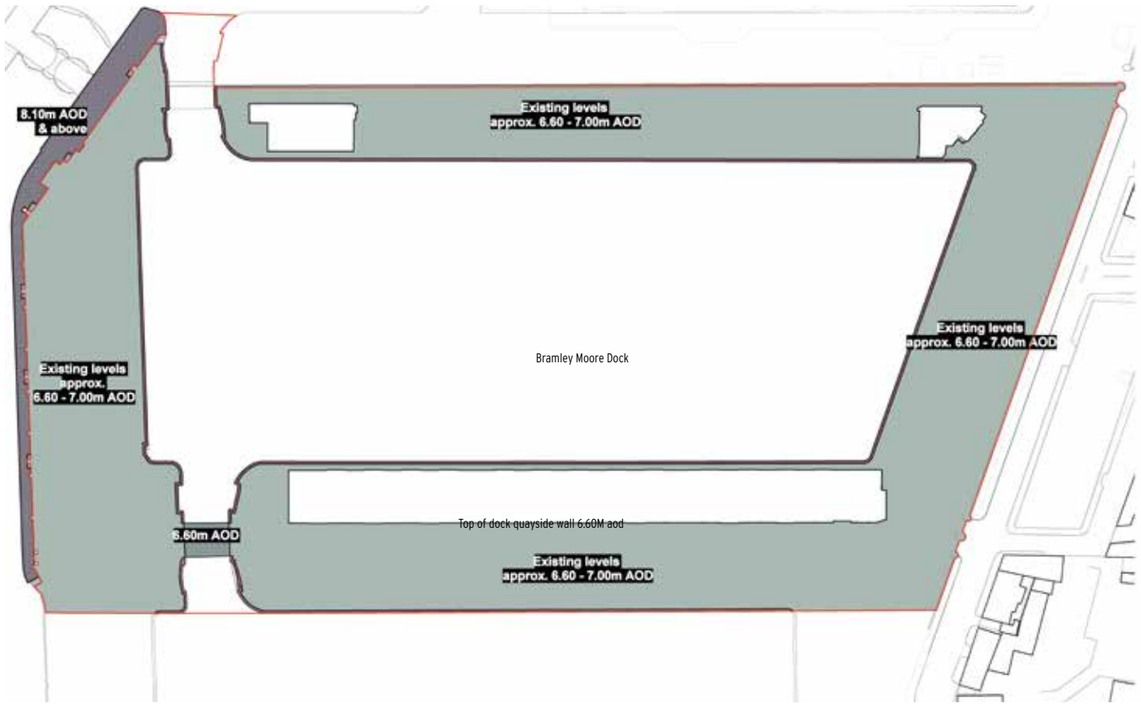
Through pre-application discussions with the Environment Agency and extensive calculations of flood risk, climate change and the specific site use, the stadium Finish Floor Level (FFL) has been set at 7.30m AOD with an emergency access requirement for the public realm of 7.10m AOD minimum. In order to achieve a smooth transition between the public realm and the stadium meeting Part M access requirements there will be a requirement to lift surface levels above their existing levels.

The site is relatively flat and the surface level on top of the BMD wall coping stones is circa 6.65m AOD. With the design principle of retaining the coping stone in-situ and visible/flush within the top surface of the fan plaza, there is a requirement to have localised slopes to the stadium threshold entrances along the eastern elevation. The north, south and western stadium elevations have a 7.30m AOD level at the stadium/landscape thresholds with the landscape surfacing grading gently away at no steeper than 1:40 to meet either existing dock levels along Nelson Dock or the boundaries of the site to the north with small retaining walls required or the new edge along the western side. The result of this minimum stadium FFL requirement and the British Standards for crossfall gradients of public realm has resulted in a majority of the surface levels to the north and south of the stadium being above existing levels. Whilst this is an example of the challenge presented between heritage conservation of the site's existing surface materials and the functional requirements of the stadium, within these areas a majority of the setts are covered by asphalt surfacing or are in poor condition.

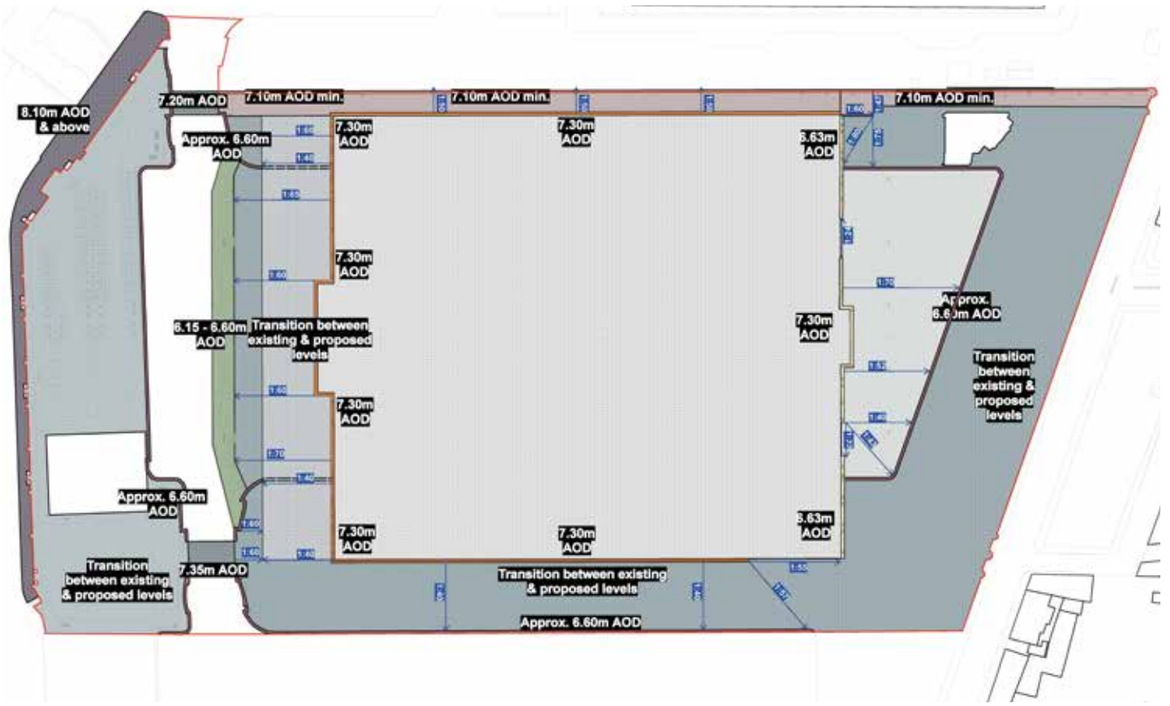
The ground floor level of the stadium is elevated slightly above existing levels due to both flood level restrictions placed upon the scheme by the Environment Agency and the need to maintain the integrity of the dock wall, over which the stadium is being constructed.

Despite this the proposals achieve smooth flowing routes without the need for steps or formalised ramps throughout the stadium environment. Cross falls will be no steeper than 1:40 with a skirt around the base of the stadium of 1:60. Level thresholds will be provided from the public realm into the stadium with internal steps and lift cores taking up the remaining changes in levels.

To the western elevation visitors are able to move down from concourse level to the waters edge. This will provide a different spatial experience and enable a positive association with the water, dock heritage and newly created water channel. The design of this area and the transition between the upper and lower areas will provide universal access for all users via a combination of stepped and sloped routes.



Existing Site Levels

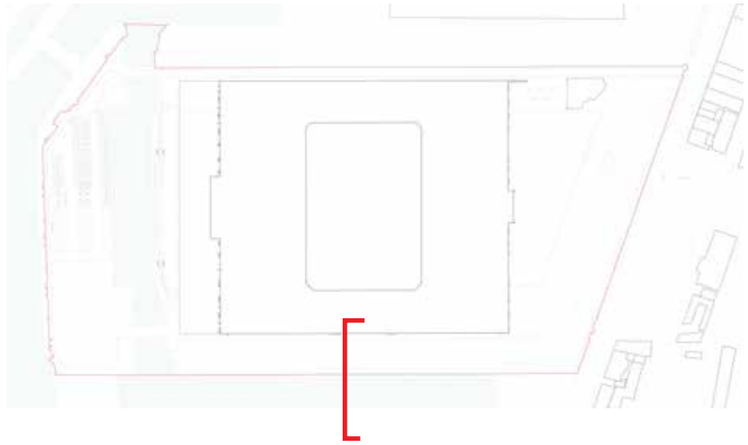


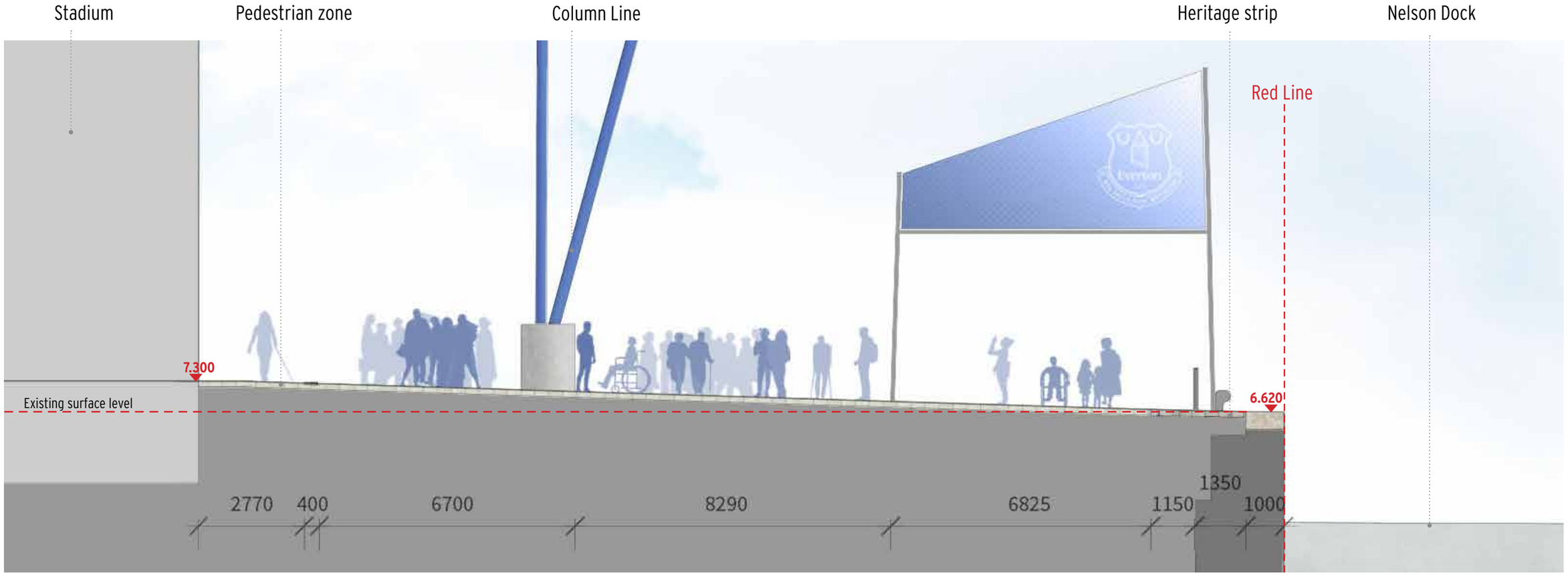
Proposed Site Levels

12.7.1 Proposed Levels: Southern Concourse

The Southern Concourse will have a constant, consistent fall away from the stadium threshold at no steeper than 1:40. The stadium FFL is 7.30m AOD along this elevation so the proposed landscape levels will be lifted above existing as illustrated in the cross section. The landscape surface will grade away to meet the existing surface level at the Nelson Dock coping edge.

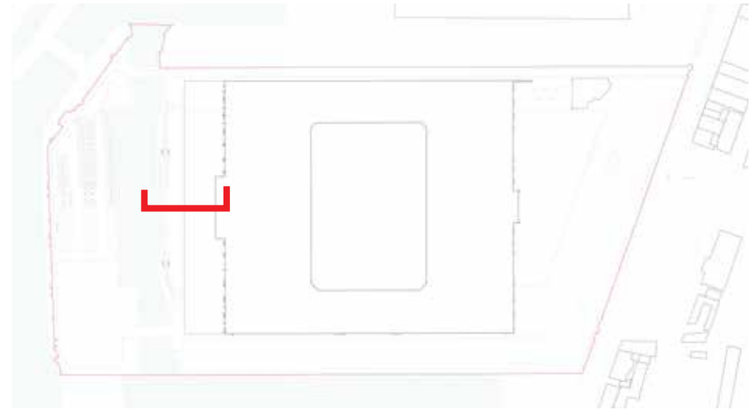
Precedent: Balustrade set back from Heritage Edge

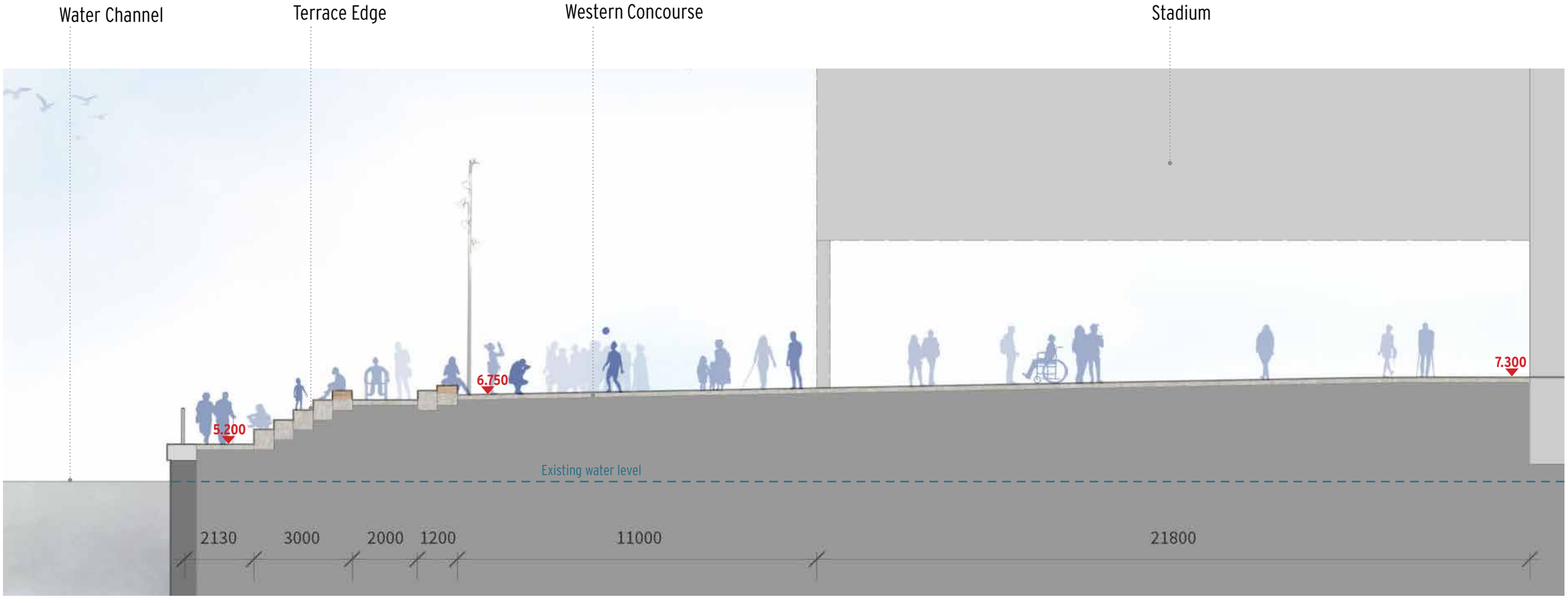




12.7.2 Proposed Levels: Western Concourse

The Western Concourse will grade away from the stadium threshold (7.30m AOD) at between 1:60 and 1:40 gradient. At the north end and south end this will result in the BMD coping stones being below the proposed surface level until the surface meets the dock shoulders at the western edge where they will then be exposed and visible. The Eastern half of this concourse will be covered by the elevated West stand but the surface is treated as public realm. There is an external circa 11m concourse with a stepped terrace edge with ramps taking people down to the water channel edge.

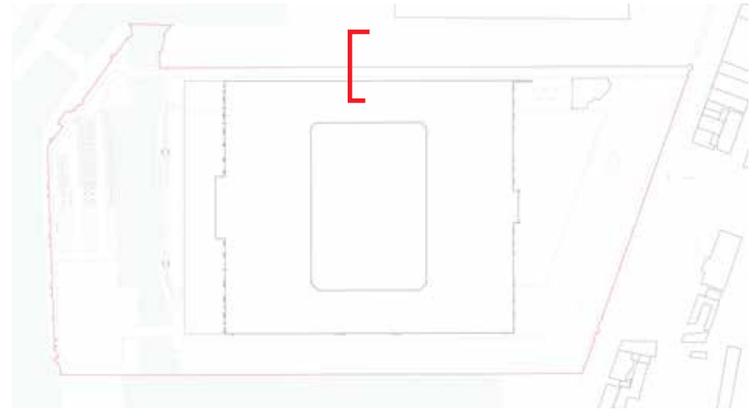




12.7.3 Proposed Levels: Northern Concourse

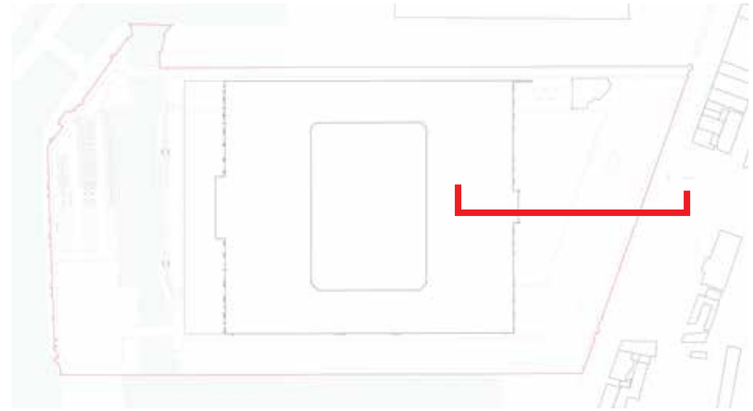
The Northern Concourse is the primary vehicle route into the site. The FFL of the stadium along this elevation is 7.30M AOD. The levels will grade away towards the northern boundary at circa 1:50 gradient. There is kerb upstand which steps down to meet the existing levels to the north of the site boundary.

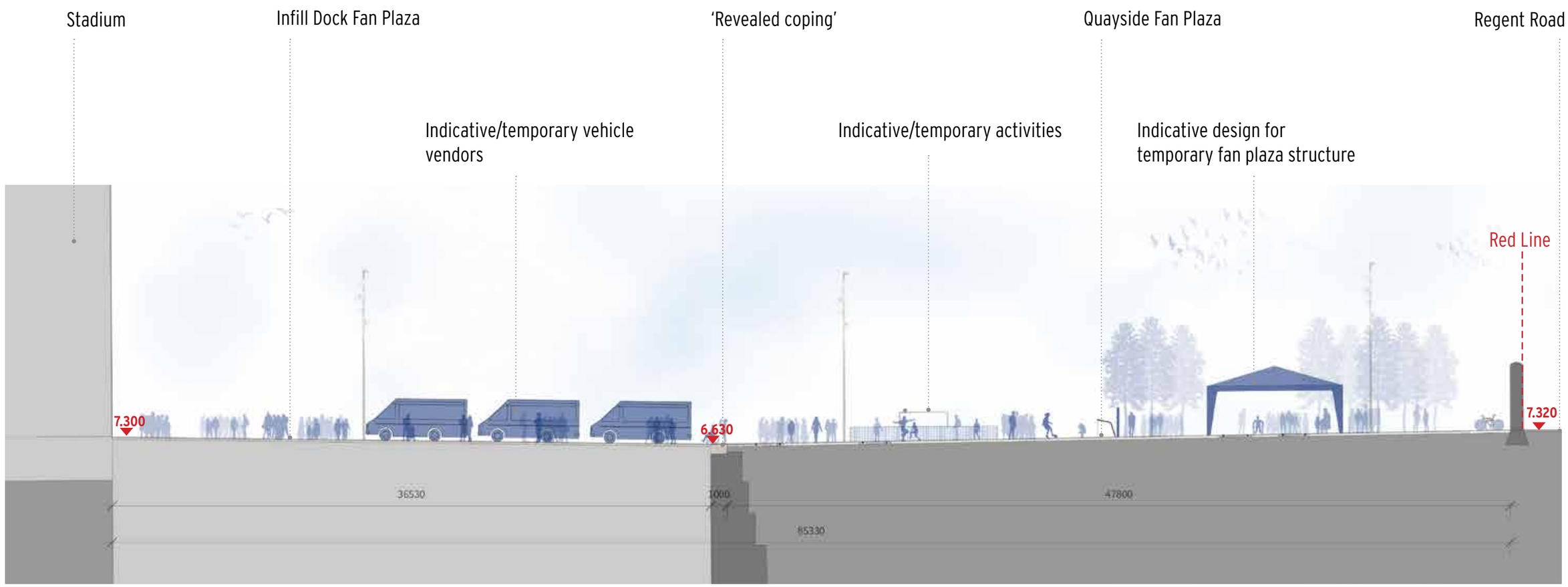
A tactile strip will run along parallel to the building frontage to define a pedestrian only zone. Flush surface levels within this area will encourage vehicles and pedestrians to populate the space and reduce vehicle speeds.



12.7.4 Proposed Levels: Fan Plaza

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

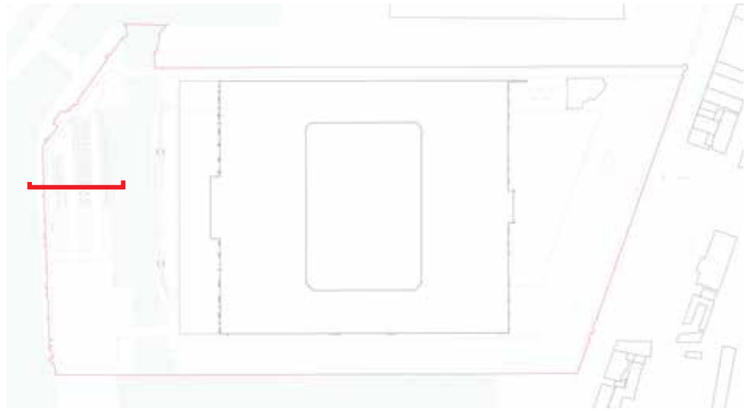


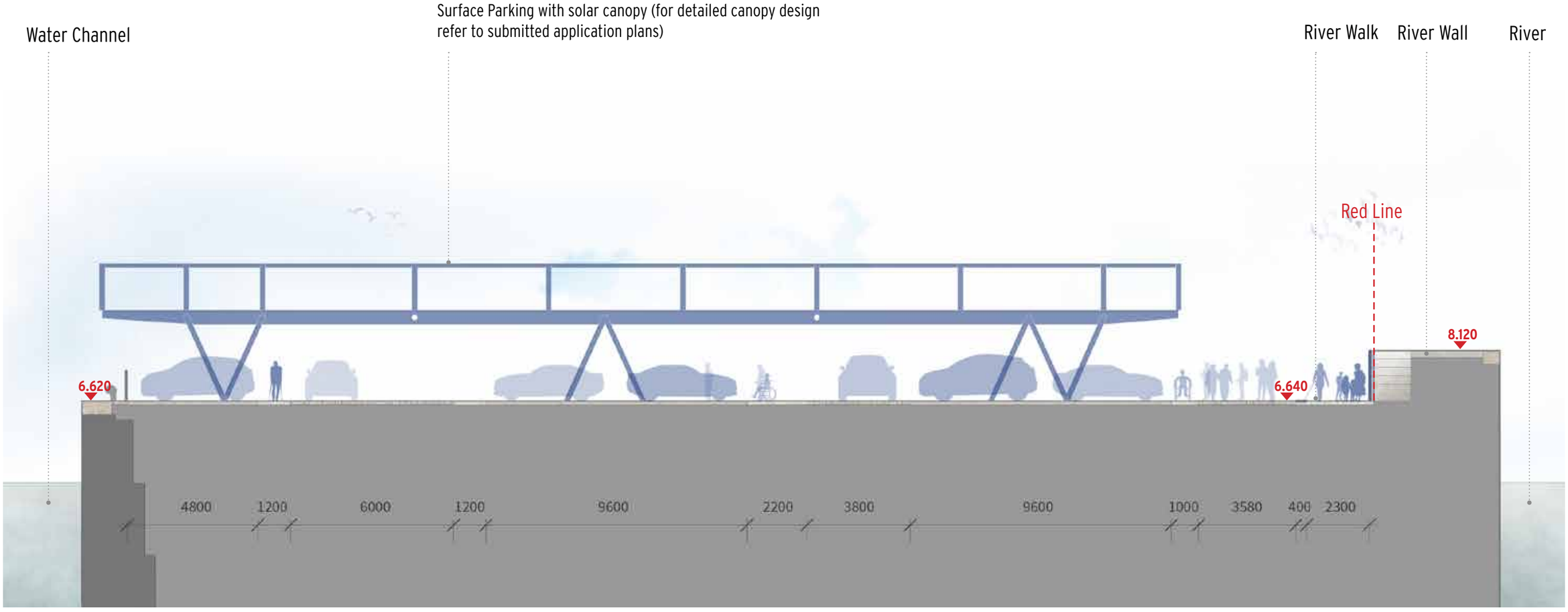


12.7.5 Proposed Levels: River Walk and Surface Car Park

The proposed strategic Liverpool Waters River Walk continues at the lower level adjacent to the elevated River Wall which forms the western boundary to the site and will shelter people from the prevailing winds.

Pedestrian access to the top of river wall will be restricted through heritage interpretation fencing panels. Many of the existing levels around the surface car park on the Western Quay will be retained largely as they are.





12.8.1 Fan Plaza Scale Comparison

Bramley Moore Dock - Liverpool

Pierhead - Liverpool

St Georges Plateau - Liverpool

On a matchday, the primary space for fans to gather will be the fan plaza which is located to the East of the stadium in-between the stadium and the Dock Boundary Wall at the perimeter of the site on Regent Road. To gain a sense for the scale of this space, please refer to the scale comparison imagery which offers an insight, using local public space examples around Liverpool City Centre to compare the size and context of the space.

Precedent: Music event at the Pierhead

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

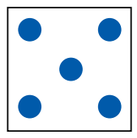
12.8.2 Human Scale Comparison

1 Person

2.5 X 2.5M

Area = 6.25 Sq/m

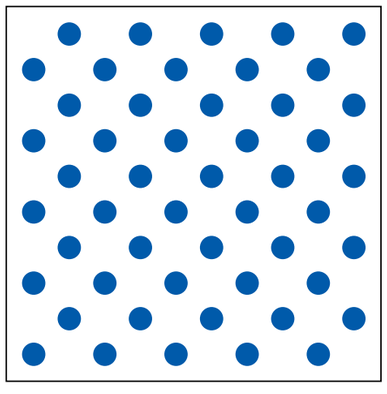
5 People



5 X 5m

Area = 25 sq/m

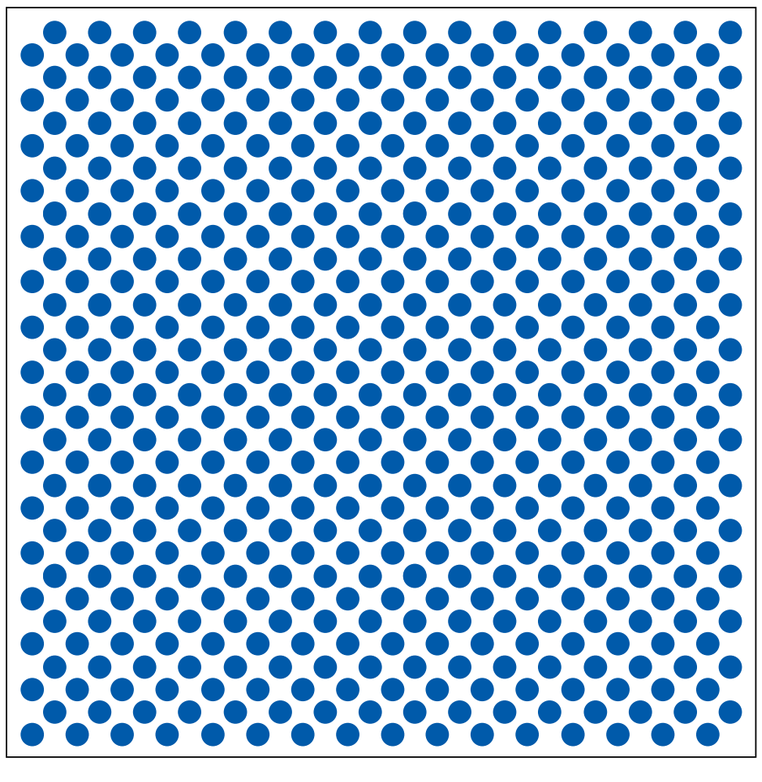
50 People



15 X 15m

Area = 225 sq/m

500 People



30 X 30m

Area = 900 sq/m

The size and scale of the Fan Plaza generates an opportunity to create a hub for activity and events within northern Liverpool, yet we can create a variety of spaces or zones across the plaza which will allow for smaller gatherings of people and events.

A people focused approach to design is necessary to create places that people will want to relax and congregate in and ultimately enjoy.

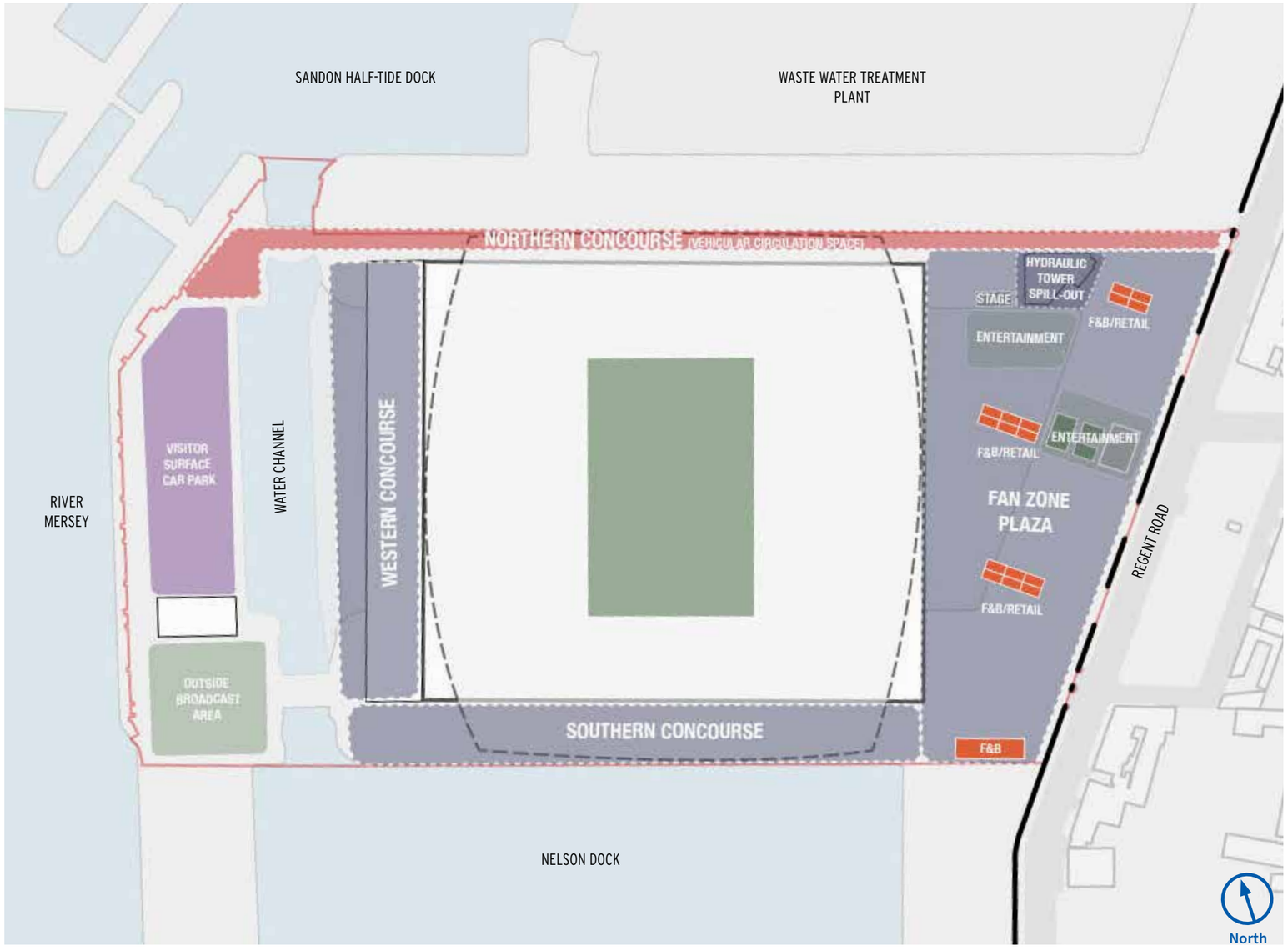
Addressing the human scale means the space will feel in context with individual people rather than purely providing an attractive footing for the stadium.

12.9 Site Activation: Match day

The main Fan Zone Plaza is extensive and will be split into different zones:

- A flexible event space for gathering and entertainment.
- Entertainment space and F&B provision.
- Pockets of human scale space for smaller groups to gather with soft landscaping, seating and references to the dockland's heritage including railway tracks and artwork/interpretation.
- A spill out space adjacent to the Hydraulic tower with facilities associated to the functionality of this refurbished historic asset.

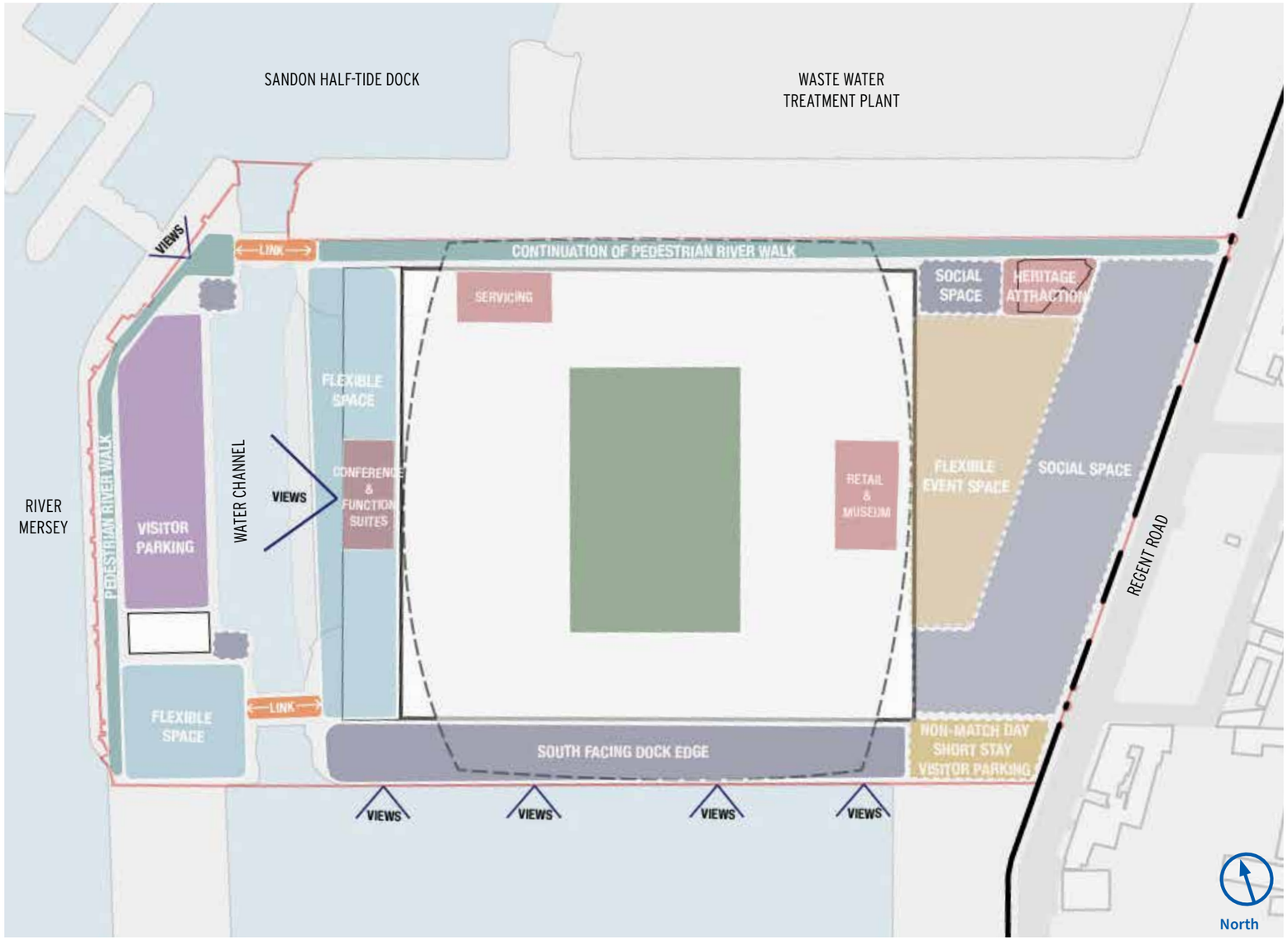
- The Northern (Wellington) concourse – Primarily a vehicular circulation corridor into the site.
- The Southern (Nelson) concourse – Primary pedestrian / supporter movement corridor with views back to city.
- Site to be accessible only through existing and proposed dock wall openings, access to be controlled and managed.
- Vehicular circulation to be managed to allow closure of links to surface car park prior to kick-off. Access remains restricted until vehicles are allowed off-site.



Matchday Site Activation Plan

12.10 Site Activation: Non-Match day

- River Walk with industrial heritage interpretation leading people to the stadium.
- Main fan plaza to remain open, providing access to retail store, hydraulic tower and flexible event space. Short stay parking to enclosed fan zone.
- Outside broadcast area becomes flexible space.
- Car park to be used for conferences and functions hosted within the stadium.
- When not in use, the visitor parking area on the western quayside can be used as an event/flexible space.



Non-matchday Site Activation Plan

12.11 Fan Plaza Activation: Match day

The World Heritage Site SPD notes that historically the Stanley Dock Conservation Area would have been a bustling area. The regeneration of this area presents '...an important opportunity to create a stimulating area with a strong and animated sense of place' (para. 6.4.10). As such, the SPD encourages active street frontages which provide enclosure and animation at street level.

Development to the west of the Regent Road dock wall should respect its integrity and setting. Any new development to the west of the wall should be set back by at least 9m from the wall to provide adequate setting and to enable historic surfaces to be retained, as well as creating a usable corridor for cycling and walking (para. 6.4.8). Exceptions may be considered e.g. the creation of large public spaces, subject to satisfactory detailed design.

On a matchday, there is a strong desire by the Club to encourage as many supporters as possible to congregate within the Fan Plaza, to soak up the atmosphere of the setting, to socialise and be entertained both before and after the match. The Fan Plaza will therefore offer a range of activities and facilities to support and accommodate this activity. Everton has an event and marketing team that has done significant work in identifying its core supporters into different groups.

The arrangement of the match day concession stands and entertainment facilities is focused around supporting the needs of these groups to ensure the experience for all fans is as per their preferences for match days.

The location of these temporary elements within the fan plaza has gone through extensive crowd model testing to ensure efficient pedestrian access and circulation is achieved. In terms of their final location, zones have been identified which will allow the club some flexibility in regards their final locations once the stadium is operational and they have had the opportunity to observe fan behaviours and identify where the best locations may be for each item.

Fan Plaza Match day Indicative Layout Plan

Fan Plaza Indicative Match day Zoning

Precedent Vehicle food vendor

Precedent Accessible toilets in converted shipping container

Precedent Shipping container concessions with lighting

12.11.1 Fan Plaza Match day Entertainment

There is the intention to provide a number of temporary demountable elements, in the public realm to enliven the match day experience. It is important that these are accessible for all users. This includes:

- **Stage** – located at the north of the dock infill zone adjacent to the Hydraulic Tower. This structure will include an elevated platform and a overhead canopy. An unobstructed space to the south of the stage will allow supporters to gather and watch the entertainment on the stage. Steps and ramps up onto the stage designed in accordance with current standards
- **Canopies** – offering shade and shelter to groups of supporters. There will be additional temporary seating and tables under these canopies.
- **Concession stands** - located to the edges of the site serving fans with food and beverages potentially in the form of dockland shipping containers. Fully accessible to all users.
- **Vehicle concession vendors** - Drive on and drive off vehicles.
- **Game venues** – Flexible family interactive game facilities such as 'Beat The Goalie' and five a side football pens.
- **Gaming tents** – similar to the canopies, these covered structures will offer opportunities for fans to interact and socialize with computer games and other multimedia platforms.
- **Temporary wheelchair accessible toilets** on a match day located adjacent to standard toilets, including changing places facilities.
- **Dog spending areas** for assistance dogs. Designed according to guidance.

Precedent: Concession stands

Precedent: Interactive games and gaming tents

Precedent: Activities for junior fans (Meet the mascot)

Precedent: Entertainment stage and screens

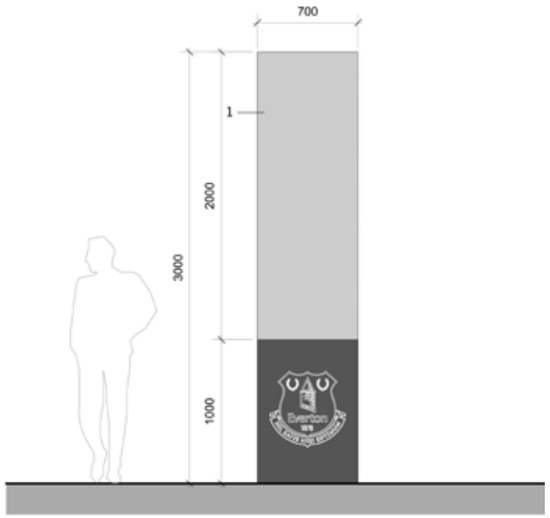
12.12 Signage and Wayfinding

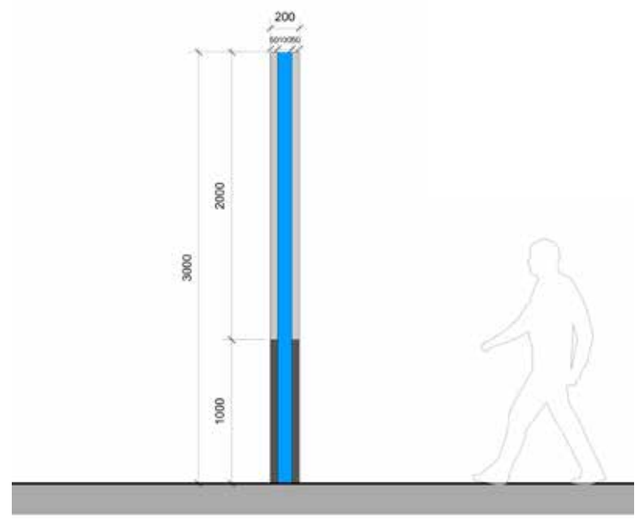
Once within the stadium environment visitors will need to readily identify their route to the designated stadium entry points. This, we recognise, can be very challenging so the need for clear wayfinding is an essential element in the public realm design.

The detailed designs for the wayfinding elements will be developed more fully within the next design stage. Consultation with The Everton Disabled Supporters Association, the Corporate Access Forum and other groups will be essential in developing the wayfinding detail.

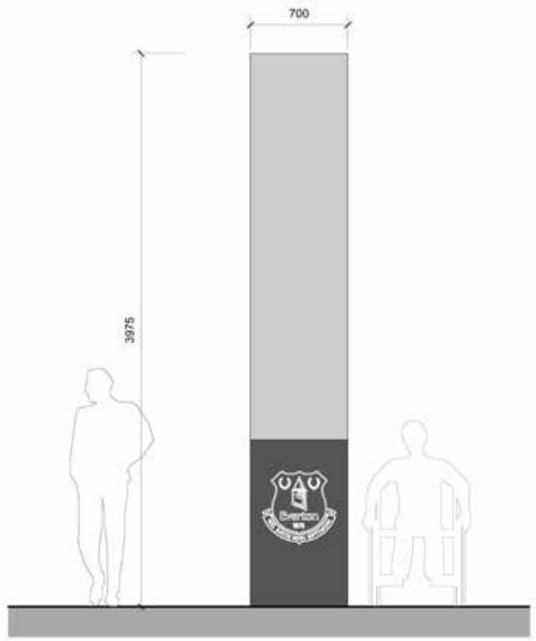
Broadly, the signage and wayfinding will be designed around the following principles:

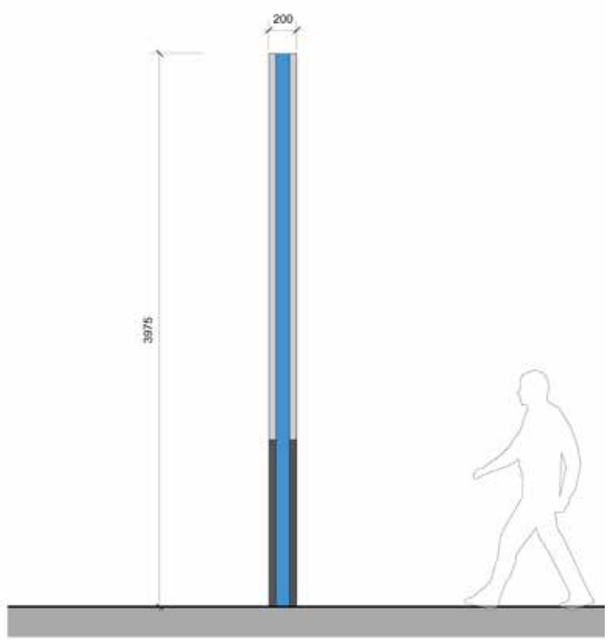
- Spatial layout, materiality, clear routes and sensory clues all assist people to move through spaces intuitively.
- Ensure clear signage throughout the site utilising appropriate fonts, colour contrasts and universally recognised symbols.
- Information on signage will be provided at varying heights from the ground.
- Signage types will include sensory friendly/ autism friendly signage.
- Signage will be well lit but will not cause areas of strong lighting contrast.
- A range of signage from larger totems down to directional signage, in ground markers and on stadium signs will provide clear direction.
- Signage and wayfinding will start beyond the stadium boundary.
- Additional information will be available from the Club to enable visitors and fans to familiarise themselves with the ground prior to visiting.
- Support from a team of friendly and knowledgeable stewards on the day, trained to assist those with hidden disabilities.





Indicative Small Totems

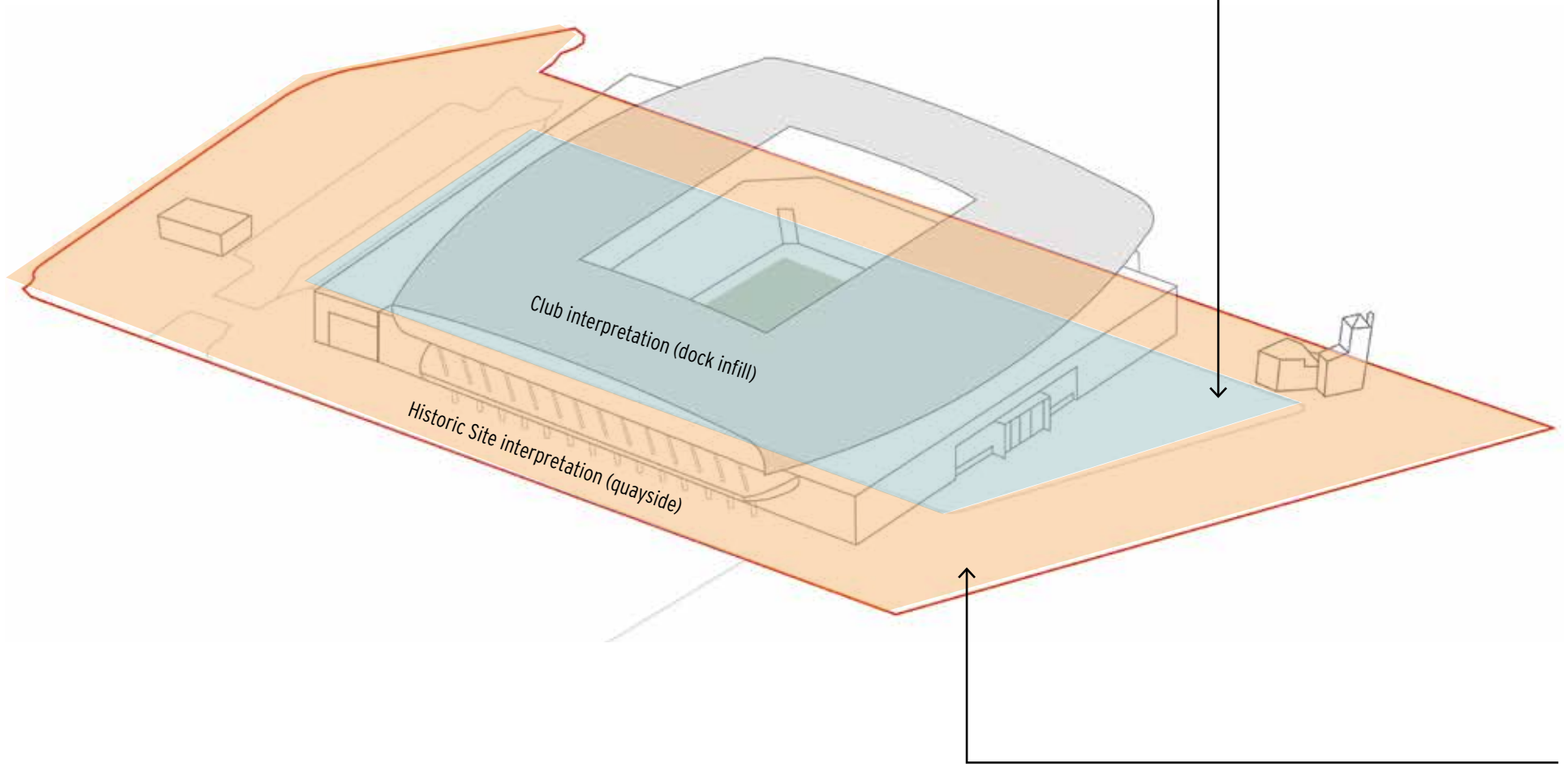




Indicative Large Totems

12.13 Site Interpretation Strategy

Similar to the hardworks strategy, the interpretation strategy follows the theme of differentiating the site's historic dockland heritage from that of Everton. Fan personalisation and connection to past players and stories will be primarily connected, but not limited to, the infill dock area of the stadium whereas the site's history as a working dock and the stories and facts of the site will be celebrated though interpretation within the quayside paving, boundary treatments and street furniture.



Precedent: Club interpretation

Precedent: Fan interpretation

Club and fan interpretation can encourage supporters to explore around stadium and create a sense of ownership for fans.

Precedent: Signage

Precedent: Site interpretation

Develop the site as a 'destination' and helps to attract visitors on non-match days. Evokes the history and richness of the docks; the movement, the people, the sounds, the goods, the materials.

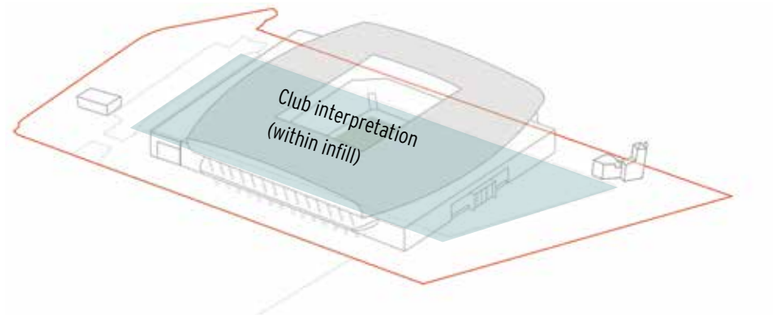
12.13.1 Site Interpretation: Club Branding and Fan Personalisation

Much of Goodison Park can be credited to a Glaswegian named Archibald Leitch – stadium designer extraordinaire, who developed pioneering football stadia across the country during the early 20th century.

His criss-cross style latticework which became his trademark can still be seen on the Bullens Road stand today and is cherished by Evertonians to this day.This can be interpreted into balustrading, fencing and cycle stands.

Other club interpretation will include:

- Corporate branding with the club crest and motos
- Fan personalisation
- Timelines
- Past players and managers
- Club landmarks

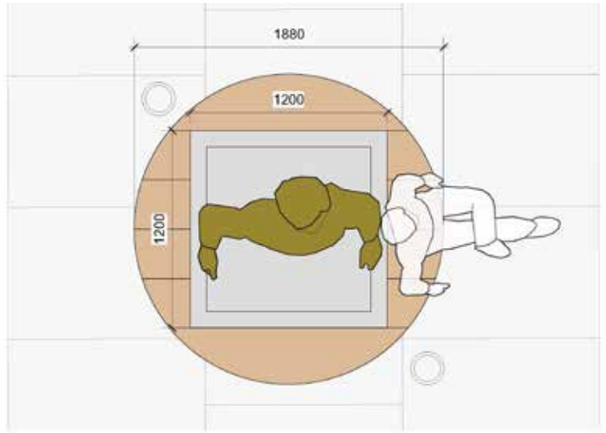


Key Plan

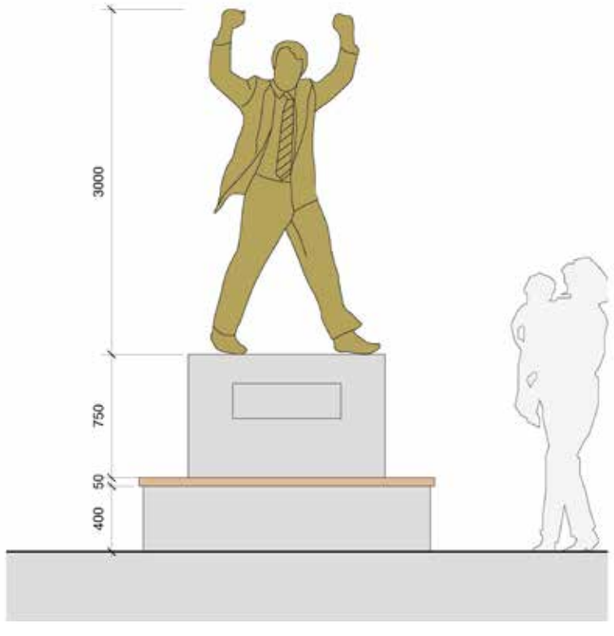
Archibald Leitch criss cross simplified

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

Club insignia



Plan of Indicative statue in fan plaza



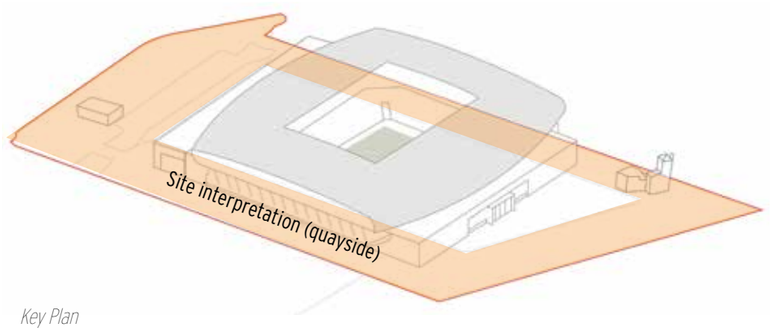
Elevation of Indicative statue in fan plaza

12.13.2 Site Interpretation - Quayside Heritage

The Quayside Interpretation could include stories, symbols and facts branded into the timber of the benches or inscribed into paving stones

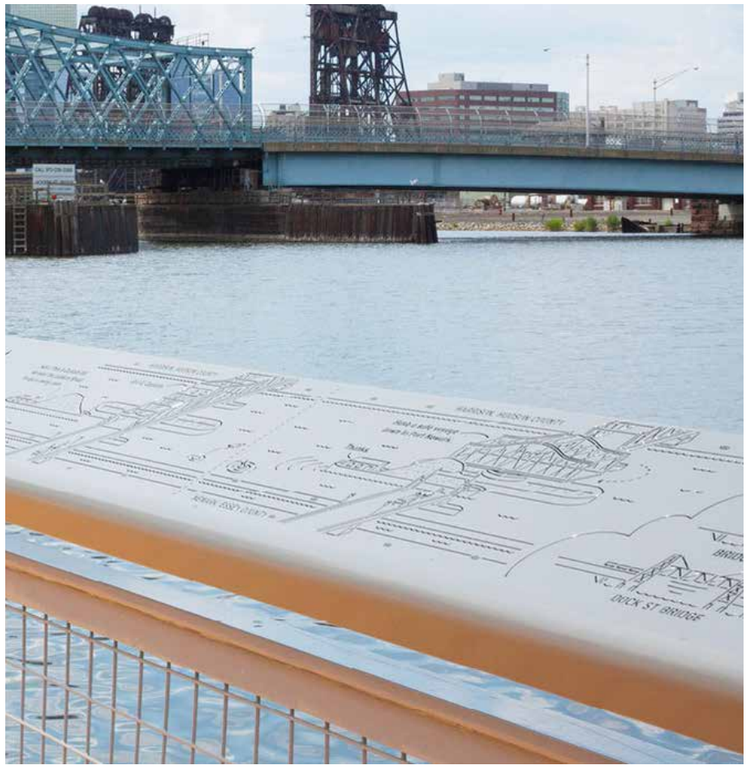
The existing rail tracks that are visible in the fan plaza will hopefully be retained in situ but if sections are missing or badly damaged, then there is a design intent to represent them through new steel insets. Inscriptions may be incorporated telling facts of what trades used to use them to bring goods into and away from the docks.

Wayfinding signage in the balustrading or other elements such as the fencing adjacent to the River Mersey Wall may tell facts and stories of dockers who worked here in the past.



Key Plan

Precedent: Laser cut corten steel



Precedent: Interpretative panels highlight landmarks along the river *(Copyright Damon Rich and MTWTF)*

Precedent: Timber charred and branding iron logo *(Copyright Streetlife Furniture)*

Precedent: Existing rail tracks embedded within new surfacing gives visual clues to sites former use

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13.0 Lighting, Acoustics & Signage

13.1 Stadium Lighting

The lighting strategy for the new stadium and site has been developed in accordance with the guidelines set out below. The basis of the design shall refer, but not be limited to the following codes, guidelines, regulations and recommendations:

- ILP guidance for the reduction of obtrusive light
- BS5489 – Road and Amenity lighting
- BS4533 (BS EN 60598) – Luminaires
- Safe By Design
- Green Guide - Guide to safety at sports grounds
- CIBSE – LG3 The visual environment for display screen use
- CIBSE – LG4 Sport lighting

Key considerations which have informed the lighting strategy include the impacts on ecology and heritage assets. The Stadium lighting concept focuses on highlighting the prominent architectural elements visible from afar.

The experience at night will play an important role in forming the image of the zone, the neighborhood, the city and the Club itself. Lighting will relate and create an unique experience through the site by consideration of intensity, luminosity, light colour temperature, mounting heights and desired lit effects.

Lighting can help assist the facade of the stadium to have its own character by making distinctions between event and non-event nights. An overall and unified lighting character should be defined through the whole building, but the independent lighting design of each event night can help to create an unique character and experience.

The lighting proposal consists of highlighting the stadium bowl and barrell roof. Powerful luminaires installed within the roof structure will wash the bowl and highlight it with coloured light on event nights and neutral white light on non-event nights.

A secondary group of luminares mounted on the top of the bowl will backlit the barrell roof to show the roof's perforations at night time and increase the visibility of the bowl.
The combination of these groups of lights will have the potential to turn the stadium into a beacon at nightime. The luminares will be concealed within covered areas, so the spill of light onto the night sky will be minimal.

The functionality for the stadium emergency lighting system, shall be designed as an integral part of the resilient low voltage (LV) infrastructure to be installed throughout the stadium building. Wherever feasible, the luminaires designated for emergency operation shall be from the same range as those selected for the architectural lighting installation. Therefore, should the stadium experience a failure of the electrical infrastructure, the lighting will switch automatically from the normal scenario to the designed emergency equivalent. By utilising a mixture of self-contained and architectural luminaires for the emergency lighting operation, this ensures any change to the architectural aesthetics are minimised, and assists with keeping persons calm while providing reassurance during normal and emergency conditions.

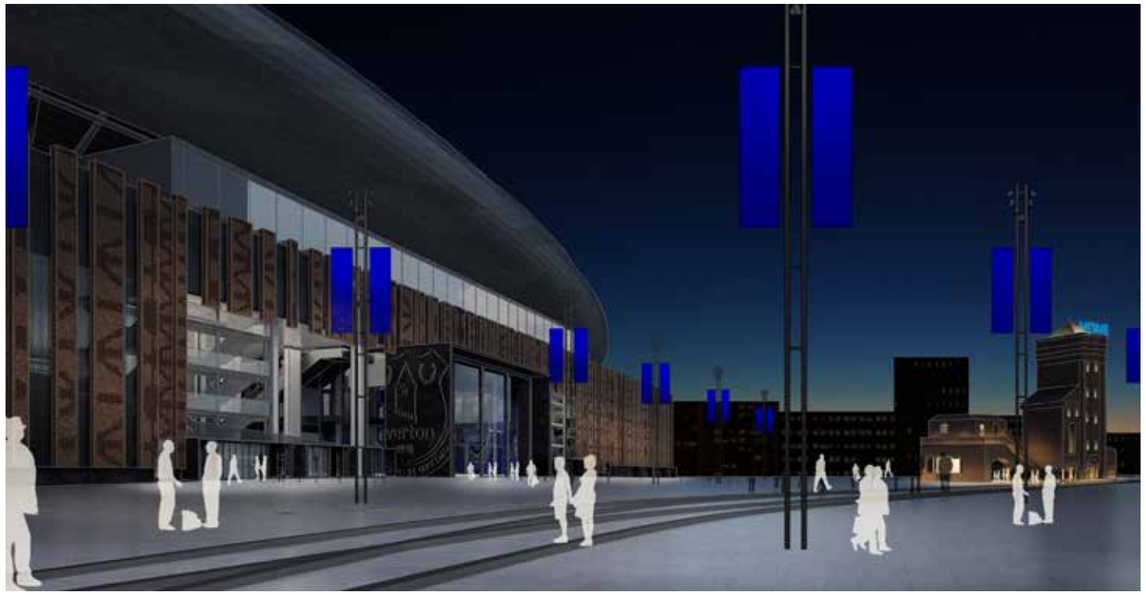

Figure 13.1.1: Stadium lit for non-event night

Figure 13.1.2: Stadium lit for event night

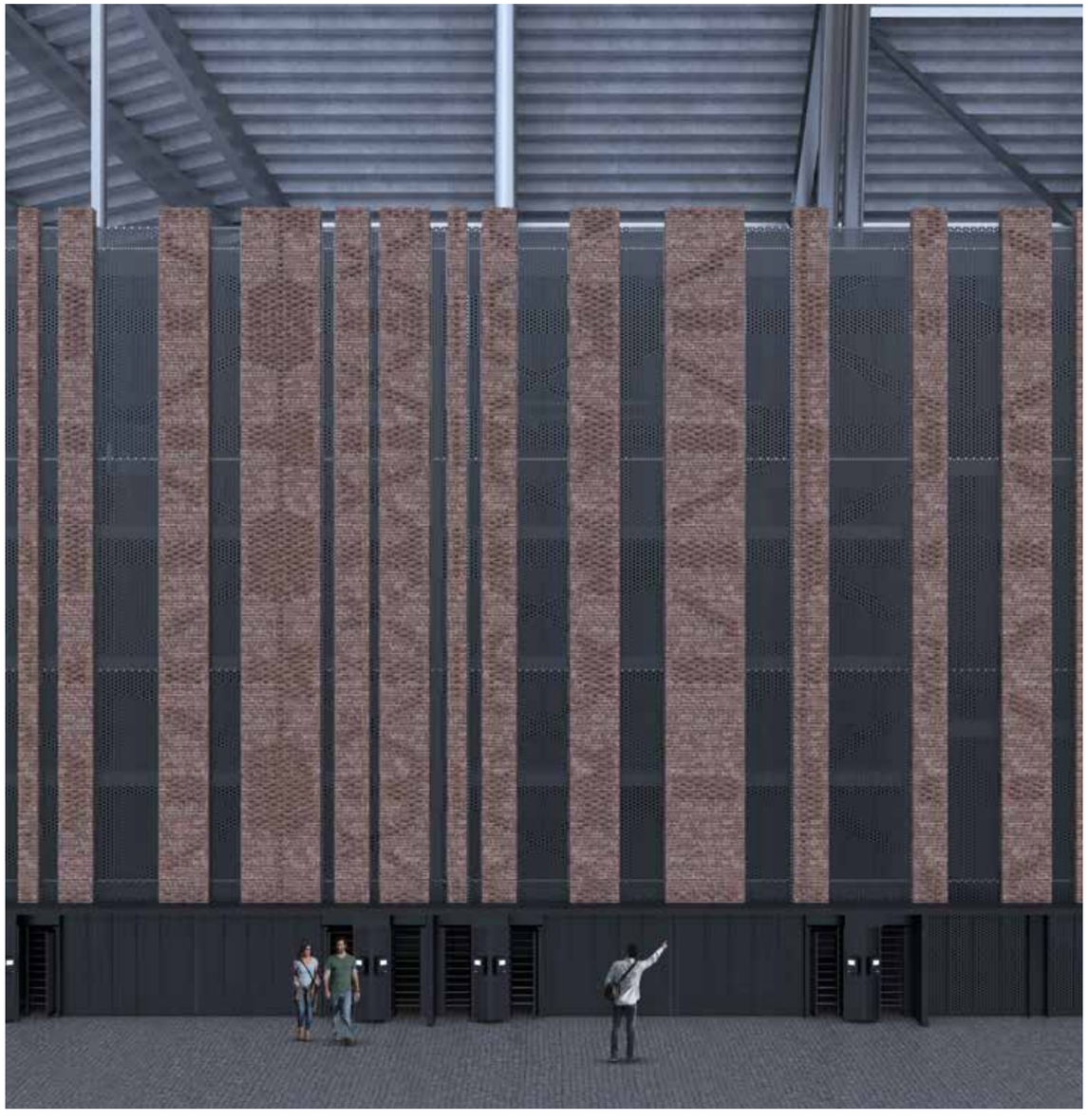

Figure 13.1.3: East facade elevation detail illustrating a daytime lighting scenario

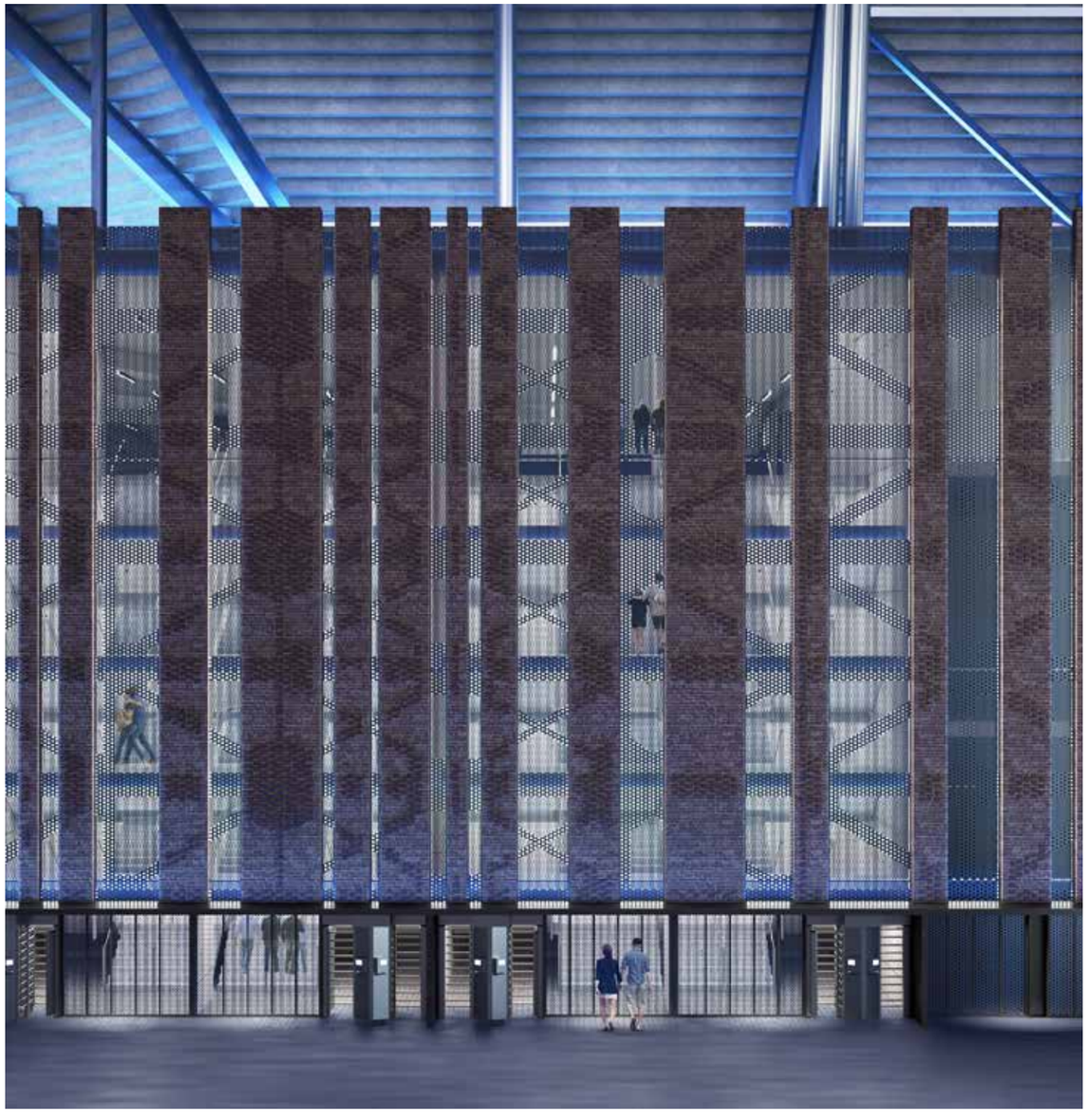

Figure 13.1.4: East facade elevation detail illustrating a nighttime lighting scenario

13.2 Site Lighting

The lighting proposal for the public realm around the Stadium responds to the Club's design principles by:

- Intending to create and reinforce a sense of belonging amongst fans, workers, players and visitors by enhancing the identity and legibility of the architecture of all external areas.
- Turning a building into a readily identifiable object which serves as a external reference point and a beacon. Lighting has the ability to turn a building into an element that will enhance the city image and raise civic pride.
- Providing adequate levels of light to help not only with the generation of a safe environment, but also with supporting identity and uniqueness to each area of the public realm, wayfinding and legibility.
- Enhancing the maritime heritage by highlighting historical elements with the use of warm light and lighting fixtures that aesthetically merge with the architecture and landscape.
- Making use of smart lighting control systems to provide energy saving opportunities and increased lighting comfort for visitors, occasional pedestrians, fans and workers.

Site lighting for the new stadium relies on three principles: economic sustainability, environmental sustainability, and social sustainability.

Economic sustainability: The public realm around the stadium includes potential areas to be developed offering retail and amenity public spaces. Appropriate lighting will help support the development and growth of the night-time economy. The areas open to visitors will be designed to optimise value with regards of both the capital and maintenance cost ensuring a sustainable lighting approach.

Environmental sustainability: Keeping in line with the recommended luminance levels in the exterior context endorses the efforts in mitigating obtrusive light and its consequent adverse effects in the nocturnal environment and human health and wellbeing. Lighting solutions for the public realm and will satisfy the glare index classes applicable to areas which are sensitive to discomfort glare.

To minimize the potential adverse effects of light pollution the following design principles will be applied:

- Luminaires with accurate optics - directional and with tight light beam angles, whenever appropriate.
- Cowls or light shield accessories, where necessary, to avoid light spill.
- Lighting operated by time-based controls to limit post-curfew light spill.
- Lighting should be directed to hardscapes only and avoid the water edge.
- Controlled uplighting only to selected vertical and covered surfaces

Social sustainability: Lighting will be designed to help maintaining a safe environment at all times. The positive detection and definition of potential hazards and the correct illumination of areas where pedestrians are likely to encounter moving motor vehicles and bicycles, or tripping hazards.

The proposed design will also provide an overall sense of security and support active and passive surveillance systems. Means for facial recognition and modelling of people will be aided by providing correct illuminance levels. The design of the lighting aims to support the needs of all of those visiting and working in the stadium. Lighting design throughout the public realm shall be developed to ensure ample and consistent Lux levels are achieved for all areas where the public are anticipated to access, typically on foot, thereby providing an environment which is well lit and improves the safety for persons entering or leaving the area. Optimal lighting can help to guide people with diverse disabilities easily through the public spaces by creating a legible environment through various lighting techniques.

The lighting to the public realm will be characterised by:

- 15m tall columns in the main plaza providing general circulation lighting.
- 8m tall columns in the north road and west plazas providing general circulation lighting.
- Tree-mounted spotlights providing dappled light to highlight dwelling zones.
- Furniture-integrated lighting to enhance dwelling zones.
- Balustrade-integrated lighting to delineate edges.
- Ceiling-recessed luminares in covered public spaces to provide general circulation lighting.
- Luminaires which have been selected to comple ment the surrounding area, offering a level of resistance to impact and vandalism, as well has having an established, clear and accepted method of access and maintenance regimes.

The lighting has been designed to be considerate for the potential future residential interface with Nelson dock.

Good lighting is crucial in ensuring that partially sighted people and people with sensory/neurological processing difficulties are able to use external environments and buildings conveniently and safely. The lighting design set out accords with BS 8300 as these recommendations now generally align with the recommendations of the SLL Code for Lighting.

Figure 13.2.1: View of the main plaza on event night showing 15m tall columns with adjustable projectors

Event night site intensity:

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

- 50 lux average (access and security highlight)
- 30 lux average (general open spaces)
- 15 lux average (dwelling areas, restriced-use vehicle roads and water edge)
- 20 lux average (open car park)

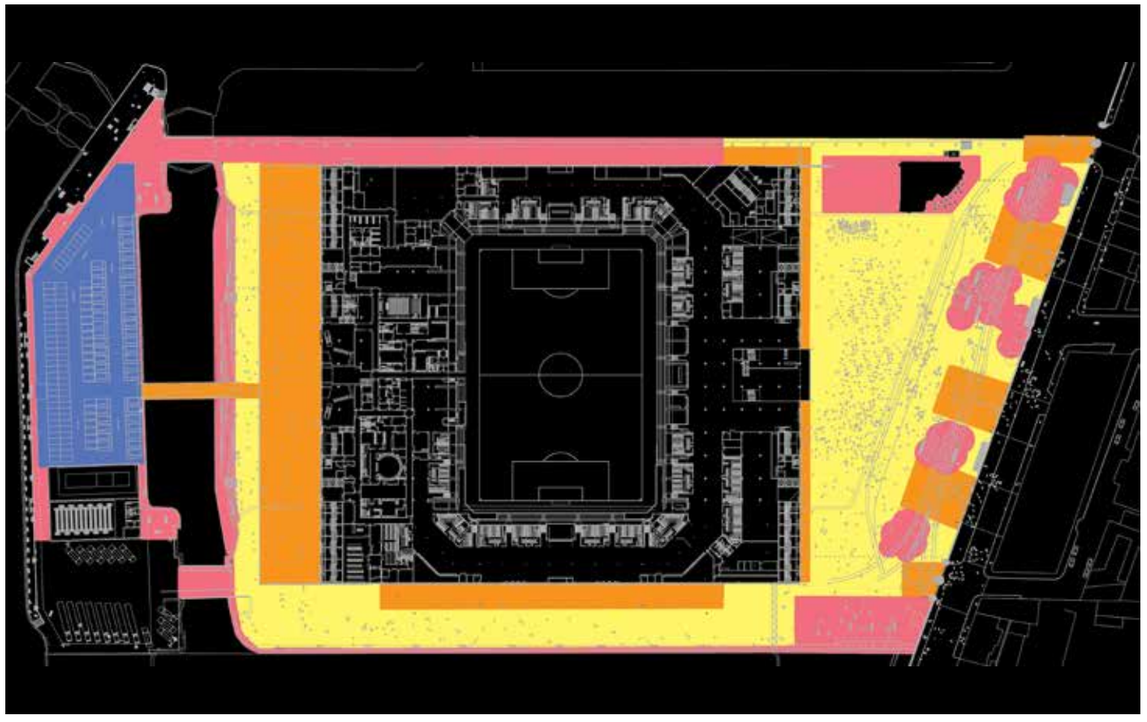

Figure 13.2.2: Light levels across the public space during an event night

Non-event night site intensity:

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

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

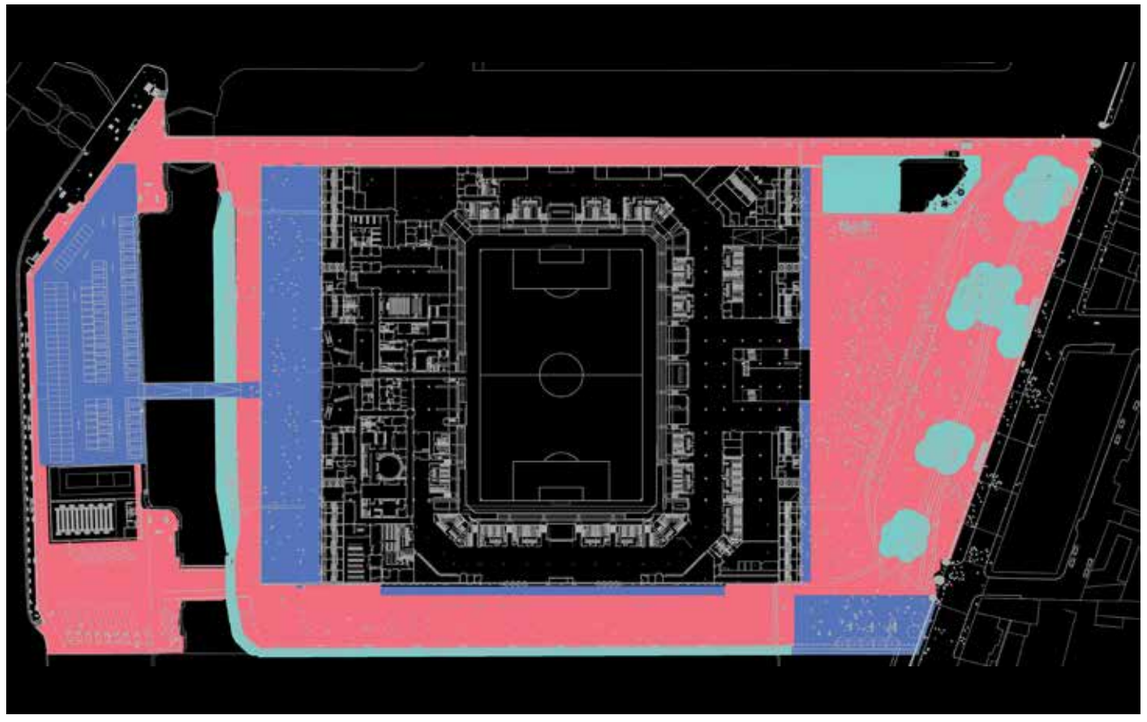

Figure 13.2.3: Light levels across the public space during a non-event night

13.3 Stadium Acoustics

Noise spill from the public address system in the stadium bowl is controlled by highly directional line array loudspeakers specifically focused towards the crowd. Therefore, noise spill via the openings of the bowl is significantly reduced as the sound energy is absorbed by the crowd and the acoustic absorption applied to the underside of the stadium roof. It should be noted that the sound level of the loudspeakers are such that speech transmissions are capable of be audible when there is a high degree of ambient noise generated by the crowd. These requirements are based upon the speech intelligibility requirements for emergency purposes (voice alarm).

Mitigation measures are also being adopted to reduce noise emissions from fixed plant and equipment. These measures are in the form of enclosures and induct silencers, and are designed to protect the amenity of existing and future noise sensitive receptors, as well as the amenity of the external and internal areas of the stadium.