



GOODISON PARK LEGACY PROJECT, LIVERPOOL

ENVIRONMENTAL STATEMENT
VOLUME I: NON-TECHNICAL SUMMARY
DECEMBER 2020

ENVIRONMENTAL STATEMENT

VOLUME I

Non-Technical Summary

**Goodison Park Legacy Project,
Liverpool**

Everton Stadium Development Limited

December 2020



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INTRODUCTION

Everton Stadium Development Limited (hereafter, Everton / the Club) are applying to Liverpool City Council ('LCC') for an outline planning permission for a proposed mixed-use development on the site of Everton Football Club's current home stadium, Goodison Park (the 'application site').

The application site covers an area of 3.4ha and comprises Goodison Park, Everton's Football Club's current home stadium. It is located in the administrative area of Liverpool City Council (LCC), to the north of the city centre. It is centred on National Grid Reference (NGR) SJ 35897, 93976. The location of the application site is shown in Figure 1.

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

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

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

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

Community facilities in the surrounding area run by the Club's charity Everton in the Community (EitC) include, the Blue Base, a function venue located 300m south-west of the application site, the People's Hub, a community centre located 120m to the west of the site, and Everton Free School and Sixth Form College, located 130m to the west of the site. County Road District Centre is situated approximately 230m to the west of the site. This centre contains a number of retail units, salons, takeaways and financial & professional services.

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

Historical Use of the Site

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

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

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

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

Current Site Use and Features

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

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

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

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

ENVIRONMENTAL IMPACT ASSESSMENT

An Environmental Impact Assessment (EIA) has been carried out in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011, as amended ('the EIA Regulations 2011').

The proposed development is of a type set out in Schedule 2, Category 10(b) urban development projects, including the construction of shopping centres and car parks, sports stadiums, leisure centres and multiplex cinemas.

The proposed development does not lie within a sensitive area, as defined in the EIA Regulations 2011. As the proposed development is a Schedule 2 development and would fall within the scope of the EIA Regulations 2011, EIA is required where the development is *"likely to have significant effects on the environment by virtue of factors such as its nature, size or location."*

EIA is a process to protect the environment by ensuring that, when deciding whether to grant planning permission for a project that is likely to have significant effects on the environment, a local planning authority does so in the full knowledge of the likely significant effects and takes this into account in the decision-making process.

The ES is the product of the EIA process and comprises a series of studies, surveys and consultations that have informed the design of the proposed development to seek to avoid and then minimise its environmental effects and to identify measures to ensure that the proposed development is built and 'operated' in a sustainable way.

This Non-Technical Summary is intended to provide members of the public, and any other interested parties without specialist technical knowledge, with sufficient information to understand the proposals and the principal findings of the EIA, as presented in the ES.

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Figure 1
Application Site Location



Source: Planit-IE

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December 2020 Design Revisions

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

The April 2020 iteration of the proposed development is included as an alternative in Chapter 5 Alternatives and Design Evolution, ES Volume II. Further information on the consultee comments and the reasons for the changes made in response to them is also set out in Chapter 5, ES Volume II.

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

THE PROPOSED DEVELOPMENT

The People's Project

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

- The development of a new 52,888 seated capacity stadium predominantly for football use (with the ability to host other events) with ancillary development at Bramley-Moore Dock, Liverpool (subject to separate planning application); and

- Demolition of the existing Goodison Park stadium and redevelopment of the site for a mixed-use development, including housing, commercial space, community / retail uses and open space, which is referred to as the Goodison Park Legacy Project (GPLP).

Goodison Park Legacy Project

The proposals are for a mixed-use development. The full description of development is as follows:

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

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

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

Up to nine residential units are proposed in Plot A in the south west of the application site, indicatively shown in the form of terraces and mews. Up to

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72 residential units are proposed in Plot B in the south east of the application site, indicatively shown in the form of a mix of apartments, terraces and mews.

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

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

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

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

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

- Use Class A1-A5 (up to 750 sq m, comprising the following):
 - Retail (use class: A1) (up to 349 sq m of the 750 sq m proposed);
 - Financial and professional services (use class: A2);

- Restaurants and cafés (use class: A3);
- Drinking establishments (use class: A4);
- Hot food takeaways (use class: A5); and
- Business (use class: B1) (up to 4,762 sq m).

The proposed scheme is detailed in Figure 2.

Figure 2

Proposed Development – Plots



Source: Planit-IE

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ALTERNATIVES CONSIDERED

Alternatives are discussed in full in Chapter 5, Volume II of the ES.

Alternative Development Layouts and Design Evolution

Although a number of design options were initially proposed that included new development on the location of the existing pitch area, it was evident in the feedback from the Applicant and design group that this would represent a lost opportunity to preserve a key element of a long-standing feature of the area. It was agreed by the design team that it would be logical to take advantage of the existing proportions of the stadium, its massing and balance of solid to void.

It was agreed that creating the correct balance between the density on the site with the open green areas was key to establishing an active destination but also built form of a similar scale and layout of the existing stadium with potential to create betterment for existing surrounding residents.

An early concept for the scheme included much denser apartment blocks than are included in the final scheme, which wrapped around the west, north and eastern edges of the 'pitch'. Potential problems for delivering a suitable parking strategy and potential adverse effects on residential amenity and the visual appreciation of the site meant that this concept was abandoned but the creation of an enclosed outdoor space in the centre of the site remained a priority.

Another early design proposal included the entire central pitch as a raised deck with ground level parking below. Under this concept, the centre circle of the pitch was to remain, with a stepped amphitheatre leading down to this level and acting as a seating / event space. Following a cost analysis exercise, it was established that this concept was financially unviable. However, a review of the parking strategy and further design development indicated that the use of some undercroft parking and under deck parking, as well as non-covered parking would go some way to alleviating the viability issues. It was agreed that a balance would need to be struck between providing sufficient on-site

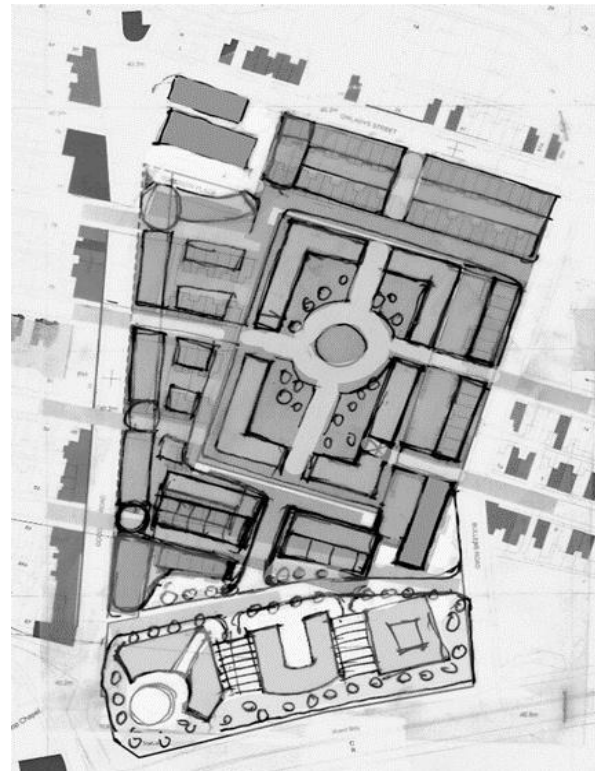
parking to meet the needs of site users and ensuring that the scheme did not become dominated by parking.

Concept sketches for three of the early scheme design concepts are shown in Figures 3 to 5.

Figure 3 shows a design concept that investigated accommodation extending onto the footprint of the existing pitch area, with the central portion of the pitch area retained as a semi-public garden space.

Figure 3

Concept Sketch 01



Source: Condry Lofthouse Architects

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Figure 4 shows a design concept that included higher density blocks extending over the original pitch area, allowing a more broken up view of the rectangular pitch but, again, retaining a public garden space in the centre.

Figure 4

Concept Sketch 02

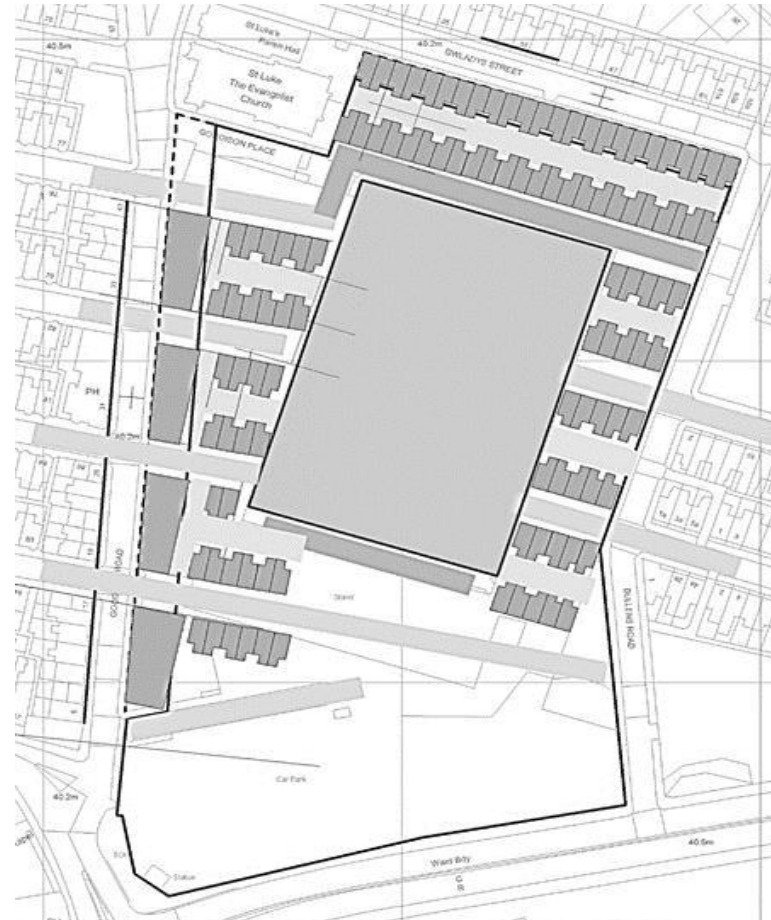


Source: Condry Lofthouse Architects

Figure 5 shows a design concept with traditional housing surrounding the full original pitch area, which is retained for public use. This concept was discounted by the project team due its limited community benefits.

Figure 5

Concept Sketch 03



Source: Condry Lofthouse Architects

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A fourth early scheme design concept, that builds on previous iterations of the design, is shown in Figure 6. In this plan, key nodal buildings engage with the outer edge of the site but also provide physical links back into the public space within. Residential buildings establish the edge of the remaining boundary of the site and reinforce the enclosure of the former pitch. The area of the former car park in the south of the site can be seen as a separate element to the 'pitch', and the former stadium. It was the design intent that it would have a unique identity, acting as a sculptural element promoting the site but also providing a semi protective space screening the site from Walton Lane. It was this concept which was progressed and informed the initial masterplan presented in the outline planning application submitted in April 2020.

Figure 6
Concept Sketch 04



Following development of the early scheme design concepts discussed above, a series of scheme design principles were agreed in order to guide the design evolution of the scheme going forward.

The design was then refined to take account of the following key considerations:

- Central Open Space;
- Retention of Historic/Cultural Features; and
- Response to Existing Key Local Features such as St Luke's Church.

The April 2020 masterplan then progressed with consideration given to the following key features.

Key Feature Blocks

'Block F' of the initial masterplan, a building which was proposed for non-residential institution use, potentially an educational use, was deliberately positioned at the north eastern corner of the site opposite the playground of Gwladys Street primary school, as it was hoped that the use of the building may begin to engage with the existing education use adjacent to this part of the site. The proposed 4 storey block fronted onto Bullens Road. An angled form cantilevered towards the circle of the proposed central open space continuing to the external façade reinforcing both the visual and physical connectivity to space within.

'Block H' of the initial masterplan was located at a quieter part of the site in the south eastern corner, the proposed non-residential institution, which could be a healthcare building, was clearly visible from the main retail space. Suitably located next to the potential care home / supported living ('Block G' of the initial masterplan), this building's open core offered views into the new garden area as well as an upper open terrace.

The potential non-residential institution use at 'Block 1B' of the initial masterplan, which was identified as a potential gallery / museum / educational block, was located in a prominent part of the site. Its proximity to

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the existing Everton Free School and Peoples Hub promoted a stronger physical connection to the EitC campus. Moving to the right of curved frontage pedestrians were encouraged up to the upper deck terrace with full view over the enclosed garden space. The ground floor of the building would also engage with and provide views of the central open space.

Block A

The existing car park area in the south of the site is distinctly different from the rectangular edged form of the stadium.

An early concept was for the development of this part of the site to create three blocks (Blocks 1A-3A, that together comprise 'Block A' of the initial masterplan) symbolising past, present and future, with each block orientated to the centre spots of the pitches where Everton have played as well as emphasising the growth of the Club, and also act as a literal compass to the Club's proposed relocation to Bramley-Moore Dock. Initially, the blocks allowed for open views between each block from the central space into Stanley Park. Later iterations positioned the block elements on a linear plinth, which provided an active front edge to the site but also helps to screen the inner public space from Walton Lane.

The initial block heights were proposed at 12 storeys, with each block stepping down by two storeys. The architects considered that there was considerable precedence for residential blocks adjacent to public parks, e.g. Sefton Park has a similar configuration of blocks at that height, and the benefit of residential apartments looking over the park was a key driver for the design height proposed.

It was considered by the design team that it was important that the blocks not only looked outward onto the park and back to the city but the design also allowed them to look into the site, as emphasised by the elevation design. The positioning of the blocks was also informed by a preliminary analysis of the visual impacts of the proposed blocks on key views from the surrounding area. Concept views of Block A at this stage of the design development process from

Spellow Lane, Walton Lane and Priory Road, are provided in Figures 7, 8 and 9 respectively.

Figure 7

Early Concept View of Block A from Spellow Lane



Source: Condry Lofthouse Architects

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Figure 8

Early Concept View of Block A from Walton Lane



Source: Condry Lofthouse Architects

Figure 5.9

Early Concept View of Block A from Priory Road



Source: Condry Lofthouse Architects

Various iterations of the block designs were considered and a financial appraisal was carried out to test the viability of the development in this part of the site. The results indicated that a more simplified rectangular plan would improve the financial viability, as well as increase the number of units per floor. The results also indicated that omission of the plinth block beneath would also help the scheme's viability.

A meeting was subsequently held with LCC's Planning & Urban Design Officers in October 2019. LCC advised that the height of the three blocks should be reduced and that the plinth block beneath had benefits associated with containing the development and creating a frontage to Walton Lane.

In response, the maximum heights of the three blocks (1A-3A) were reduced from 12 storeys to six storeys and the plinth block retained but amended. The reduction in height of the blocks resulted in:

- A reduction in the impact of the proposed development on the local townscape and on views of the site from the surrounding area;
- A reduction in the impact of the proposed development on the setting of above ground heritage assets in proximity to the application site, including Stanley Park and Anfield Cemetery (Grade II* Registered Parks and Gardens) and various Listed Buildings; and
- Reduction of the potential for adverse daylight, sunlight and overshadowing effects on surrounding sensitive receptors as a result of the proposed development.

April 2020 Scheme Iteration

The iteration of the scheme design that was the subject of the original planning application submitted to LCC in April 2020 is described in the sections below.

The proposed maximum building heights within the scheme ranged from two storeys to seven storeys. The tallest buildings in the proposed development were the three residential blocks (Blocks 1A-3A), which together constituted Block A, in the south of the application site. Each of the three blocks were

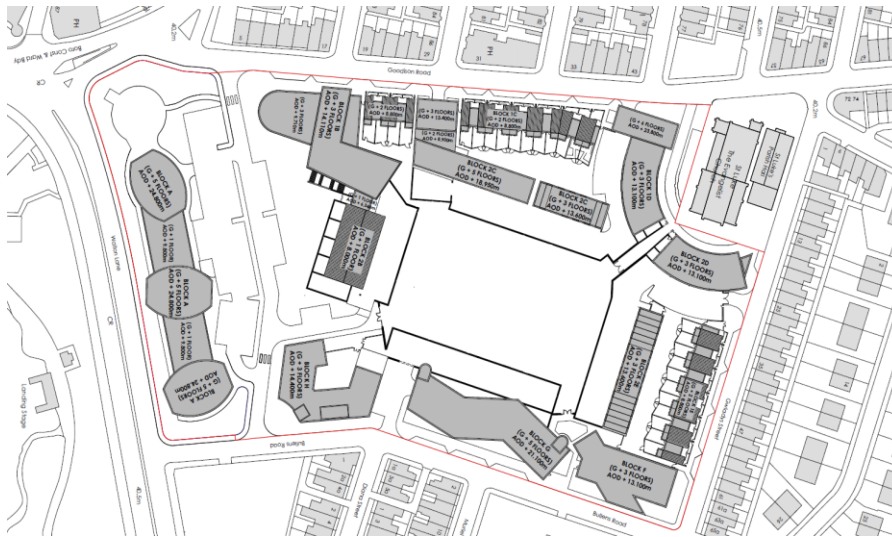
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proposed to be up to six storeys in height (24.80 m Above Ground Level (AGL)). The three residential blocks were linked by two lower buildings, both of which were two storeys in height.

Other taller elements of the proposed development included part of Block 1D in the north west of the site, which was up to seven storeys in height (23.800 m AGL). Block G and an element of Block 2C were also up to six storeys in height (21.1 m AGL and 18.95 m AGL respectively).

The previous iteration of the masterplan is provided in Figure 5.10.

Figure 5.10
April 2020 Site Layout



Source: Condry Lofthouse Architects

Following submission of the initial planning application in April 2020, Consultation responses were received from LCC's Urban Design and Conservation officers, and this was also followed by a Places Matter Design Review. Both highlighted the need to address some key concerns with the existing masterplan.

The feedback suggested that a number of wider strategic moves have not reached their full potential, associated with Stanley Park, the surrounding terraced streets and the relationship with St Luke's Church.

The strategic approach was also questioned in the consultation responses, advising the following:

- the perceived enclosure of the pitch would potentially result in a private and protected space with limited surveillance;
- the partial retention of the pitch could also limit development plot flexibility;
- there was a concern that car parking dominated the public realm, and that the masterplan had been driven by a single architectural solution, potentially limiting future flexibility; and
- The decision to provide bold and tall architectural form to Walton Lane and St. Luke's Church was also challenged due to the impact this form would have on the sensitive parkland heritage and unique setting of the church respectively.

After reviewing the comments on the April 2020 application, the design team analysed the existing masterplan to ascertain where there was potential to address the concerns, whilst respecting the original brief and aspirations of the project for the community. This resulted in the revised December 2020 proposed development.

The following amendments to the masterplan are proposed:

- Redesign of the masterplan layout to form seven distinct Plots, replacing the 12 Blocks previously proposed;
- Reduction in heights of the buildings in some parts of the masterplan, particularly adjacent to the Church of St Luke and along the Walton Lane frontage;
- Amendments to the massing of plots throughout the masterplan, including splitting the frontage along Walton Lane into two plots (Plot A and Plot B);

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- Reduction in the total amount of A1-A5 use class floorspace proposed from 2,756 sq m to a total provision of 750 sq m (of which A1 use class development will be restricted to a maximum of 349 sq m);
- Relocation of uses around the masterplan;
- Reduction in the size of the central park area and improvement to the relationship between the Park and surrounding built form; and
- Creation of two additional east-west links through the masterplan and the establishment of a north-south green link between the proposed Park and Stanley Park to the south.

THE ENVIRONMENTAL STATEMENT

Structure of the Document

This ES comprises the following:

- **Volume I:** Non-Technical Summary of information contained in Volumes II and III to make it readily comprehensible to non-specialists.
- **Volume II:** Main Volume of the ES which describes the proposals, the alternative options considered, the baseline environmental conditions, the likely significant effects of the proposed development, the proposed mitigation measures and the residual environmental effects.
- **Volume III:** Technical Appendices containing technical reports that have informed the assessments contained in Volume II, as well as assessments of topics not considered to require a stand-alone chapter within Volume II.

Where it has been considered that technical areas are unlikely to exhibit significant environmental effects, these topics have been scoped out of the assessment, in agreement with LCC.

Effect Significance

Effects are generally understood to be the consequences of impacts. The significance of the effect is informed by the magnitude of the impact and the sensitivity of the receptor.

The assessment of significance within the ES is generally considered using a common scale, with effects described as being 'major', 'moderate', 'minor' or 'negligible' (which also includes neutral or no impact assessments).

The method for ascribing significance is left to the judgement of each technical consultant, so that it reflects best practice within their specialist area. Effects are generally considered to be 'Significant' where they are of 'Moderate' or 'Major' significance (either adverse or beneficial). The only exception is in the Townscape and Visual impact Assessment where some 'Moderate' effects are not considered to be significant.

In addition to the significance of the effect, statements are also made as to whether effects are adverse or beneficial, direct or indirect, temporary or permanent, reversible or irreversible, short-, medium- or long-term and/or cumulative. Definitions and examples for each are provided below:

- **Adverse** – a harmful or unfavourable effect (e.g. the loss of trees to allow the construction of new buildings);
- **Beneficial** – a favourable or advantageous effect (e.g. the creation of jobs as a result of proposed construction works);
- **Direct** – an effect without intervening factors (e.g. the removal of trees to allow for the construction of new buildings);
- **Indirect** – an effect not directly caused by the development (e.g. changes to the pattern of traffic movements across the road network as a result of a new road being constructed);
- **Temporary** – an effect lasting only for a limited period of time (e.g. piling during construction);

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- Permanent – an effect lasting or intended to last or remain unchanged indefinitely (e.g. land reclamation from the sea);
- Reversible – an effect that is capable of being reversed so that the previous state is restored (e.g. the removal of solar panels to revert to grazing pasture);
- Irreversible – an effect that is not capable of being undone or altered (e.g. gravel extraction);
- Short term – an effect lasting between 0 and 5 years;
- Medium term – an effect lasting between 5 and 10 years;
- Long term – an effect lasting more than 10 years; and
- Cumulative – increasing by one addition after another (e.g. traffic generated by different developments occurring in close proximity to one another).

Cumulative Effects

The EIA Regulations 2011 require that all significant effects of a development are considered, including cumulative effects. The two main types of cumulative effects are as follows:

- Inter-development effects: The combined effects of the proposed development together with other reasonably foreseeable developments (taking into consideration effects at both the construction and operational phases); and/or
- Intra-development effects: The combined effects caused by the combination of a number of effects on a particular receptor (taking into consideration effects at both the construction and operational phases), which may collectively cause a more significant effect than individually.

Inter-development effects are generally considered within each of the technical chapters in ES Volume II and their corresponding appendices within ES Volume

III, whereas intra-development effects are considered within Chapter 16, ES Volume II.

The schemes shown in Table 1 have been assessed as part of the cumulative assessment.

Table 1
Cumulative schemes

APP. NO.	ADDRESS
20F/0001	Bramley Moore Dock Stadium
100/2424	Liverpool Waters
20F/1203	Hive City (A06)
17F/0913	Plaza (A05)
16F/1370 and 17F/2056	The Lexington (A04)
170/3230 and 19RM/1037	Cruise Liner Terminal
18F/3231 and 18L/3232	Isle of Man Ferry Terminal
08F/0247	"The Parks" - Phase 5
18F/1316	Land bounded by Walton Lane, Bullens Road and Diana Street

EIA SCOPING

Scoping is an important, though optional, exercise undertaken throughout the early stages of the EIA process. Its purpose is to focus the EIA and resultant ES on key issues and to avoid the unnecessarily complicated examination of minor issues. In practice, the process involves determining the information that needs to be included in the ES through consultation with the competent authority, statutory consultees and other stakeholders.

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Screening

Screening is the first stage of the EIA process. It establishes if a development is 'EIA development' and whether the planning application therefore needs to be accompanied by an ES.

The Club has chosen to voluntarily submit an ES in accordance with Part 2, 4. [1] (a) of the EIA Regulations 2011 (amended 2015) given the location of the site and sensitivity of the surrounding area. A request for a screening opinion was not submitted to LCC under Regulation 5(1) of the EIA Regulations 2011 (amended 2015).

Scoping

The Intended Focus of EIA

EIA is a process that should be focussed on the likely significant environmental effects of a proposed development. It is not intended to be a process to address all the possible environmental effects. One of the main criticisms of current EIA practice is that the scope is often drawn too widely, which results in ES documents that are unnecessarily long and are less useful for their intended purpose, i.e. to act as a decision-making tool.

"At its best, EIA helps to shape the design and siting of development such that social value to communities and broader economic value to investors can both be met, without eroding natural capital and pushing the boundaries of environmental limits – a tool that can truly support moves towards sustainability. However, the many competing demands can often serve to stifle the process, resulting in reams of information that mask the key environmental issues that need to be considered." [2]

Request for a Scoping Opinion

Scoping is an important, though optional, exercise undertaken throughout the early stages of the EIA process. Its purpose is to focus the EIA and resultant ES on key issues and to avoid the unnecessarily complicated examination of minor issues. In practice, the process involves determining the information that

needs to be included in the ES through consultation with the competent authority, statutory consultees and other stakeholders.

A request for a scoping opinion ('Scoping Report') was compiled and submitted to LCC on 25 May 2017.

The Scoping Report was circulated by LCC to a range of internal and external consultees. On 21 June 2017, LCC issued their Scoping Opinion, alongside the consultee responses. The Scoping Opinion and supporting documents are provided in Appendix 2.2, ES Volume III.

Consequently, a number of technical topics have been identified as not likely to result in significant environmental effects and have therefore been 'scoped down', these include:

- Biodiversity;
- Wind; and
- Archaeology.

'Scoped down' topics are where significant environmental effects are considered unlikely, but further assessment is required to satisfy planning requirements, these would be included within the ES technical appendices but would not merit the preparation of a stand-alone technical chapter within the main volume.

As set out in the scoping report, the additional topics areas of climate change and greenhouse gas emissions; major accidents & disasters; and human health, are not provided in individual ES chapters however are covered within each technical chapter where relevant.

SCOPED OUT TOPIC AREAS

A single topic – Waste – was proposed to be 'scoped out'. This was because it was considered that further assessment beyond the scoping stage was not necessary as it was unlikely that this topic would exhibit significant environmental effects and would be addressed in other planning application

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documents, in this instance the design and access statement. It was confirmed in the Scoping Opinion that this approach is acceptable.

SCOPED IN TOPIC AREAS

The Scoping Report proposed that the following topics would be 'scoped in' for further consideration in the ES, as significant environmental effects are considered likely:

- Transport;
- Air Quality;
- Noise & Vibration;
- Daylight, Sunlight & Overshadowing;
- Townscape & Visual;
- Built Heritage;
- Ground Conditions;
- Water Resources & Flood Risk; and
- Socio-Economics.

The EIA Scoping Report is included as **Appendix 2.1, ES Volume III**.

Each technical assessment chapter provides a detailed appraisal of the potential and likely significant effects of the proposed development during construction and operation. Further details regarding the ES findings for each of these technical areas are provided in the following sections.

Transport (Chapter 7, Vol II)

This ES Chapter assesses the impact of traffic in terms of Severance, Pedestrian Amenity, Pedestrian Delay, Accidents and Safety and Driver Delay as outlined within the IEMA guidelines. These have been assessed for both the construction and operational scenarios.

Baseline Conditions

Construction and operational impacts have been assessed up to the full opening year of 2028 as well as the future assessment year of 2032 representing five years after full opening.

Construction Phase Effects

The assessment of all the IEMA criteria found that during the construction period, the construction vehicles anticipated for the proposed development are to have a negligible adverse effect on the local network links assessed. This is with the exception of the impact of construction on road safety which was found to be minor adverse in significance at one receptor.

A Construction Environmental Management Plan is proposed to support the construction period to ensure that there is minimal disturbance due to the construction. Therefore, no significant effects relating to Transport are anticipated during the construction phase.

Operational Phase Effects

An assessment has also been undertaken for the operational traffic flows. The 2028 & 2032 with development scenarios have been compared against the 2028 & 2032 Baseline. The assessment demonstrated that there is anticipated to be a negligible impact of the proposed development on all of the criteria set out within the IEMA guidance assessed. This is with the exception of Road Safety which was found to be minor adverse in significance.

A Travel Plan is proposed to reduce the number of staff and residential vehicles generated by the site when operational. New pedestrian crossing points will be provided on streets surrounding the site so that the site is well connected by bicycle and on foot. All new road junctions and pedestrian and cycle routes will be subject to safety audit during the design and operational stages. No likely significant transport effects are anticipated during operation of the proposed development.

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Air Quality (Chapter 8, Vol II)

The Air Quality Chapter presented in ES Volume II, Chapter 8, discusses and predicts the potential effects during the construction and operational phase of the proposed development in relation to air quality.

Baseline Conditions

Monitoring of air quality within LCC has been undertaken through both continuous and non-continuous monitoring methods. These have been reviewed in order to provide an indication of existing air quality in the area surrounding the application site.

As required under section 82 of the Environment Act 1995, LCC has undertaken an ongoing exercise to review and assess air quality within its area of jurisdiction. The assessments have indicated that concentrations of NO₂ are above the relevant Air Quality Objectives at locations of relevant public exposure.

LCC has one designated Air Quality Management Area (AQMA) for NO₂ that covers the entirety of the City of Liverpool. The application site is within the Liverpool City AQMA; therefore, this has been included within this assessment.

Construction Phase Effects

The potential effects during the construction phase include fugitive dust emissions from site activities, such as demolition, earthworks, construction and trackout. The impacts during the operational phase take into account exhaust emissions from additional road traffic generated due to the proposed development. The effect on ecological receptors has been assessed during the construction and operational phase.

During the construction phase, it is anticipated that dust sensitive receptors will potentially experience increased levels of dust and particulate matter before using any mitigation and control measures. However, these are predicted to be short-term and temporary impacts. Throughout this period, the potential impacts from construction on air quality will be managed through site-specific

mitigation measures detailed within this assessment. With these mitigation measures in place, the effects from the construction phase are not predicted to be significant.

Operational Phase Effects

The assessment of the long-term significance of the effects associated with both the committed and proposed developments with respect to nitrogen dioxide and particulate matter exposure is determined to be 'negligible' at all existing sensitive receptor locations. All modelled proposed receptors associated with the proposed development are predicted to be below the relevant Air Quality Objective (AQO) with respect to nitrogen dioxide and particulate matter exposure.

Following the adoption of the recommended mitigation measures during the construction phase, the development is not considered to be contrary to any of the national, regional or local planning policies, regarding air quality, and no significant effects are anticipated.

Noise & Vibration (Chapter 9, Vol II)

WYG have undertaken a noise and vibration assessment for the proposed development at Goodison Park, Goodison Road, Liverpool. This ES chapter discusses the potential impacts during the construction and operational phase of the development. The noise assessment report considers relevant national and local planning policy and guidance including the National Planning Policy Framework.

Baseline Conditions

The assessment included 'baseline' monitoring to establish existing background noise levels around the application site including locations representative of closest sensitive receptors.

The results were used to determine the noise exposure of both existing and proposed sensitive receptors during construction and in the operational phase.

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Construction Phase Effects

During the demolition and construction phases, the potential impacts from construction on noise will be managed through site-specific mitigation measures detailed within this assessment and Chapter 4 of this ES. With these mitigation measures in place, the effects from the construction phase are not predicted to be significant.

During the construction phase, it is anticipated that noise and vibration associated with demolition and other construction activities will represent a Minor-Moderate significance without the implementation of any mitigation measures. Following the implementation of best practice measures detailed within the CEMP and construction phase noise and vibration monitoring, the effect of noise and vibration from the construction phase is not considered to be significant.

Operational Phase Effects

During the operational phase, the potential impacts from road traffic noise on existing receptors has been assessed, where noise levels are predicted to change by no more than 2.9 dB. It should be noted that noise level changes of up to ± 3 dB are generally imperceptible to the human ear and the short-term assessment considers the effects of all development-related traffic being introduced at one time (which is not considered to be likely), therefore although there is a moderate adverse effect predicted for a small number of receptors in the short term, the predicted change in road traffic noise levels are not anticipated to be significant overall.

During the operational phase, the potential impacts upon proposed future sensitive receptors of the development site have been assessed, where noise levels are predicted to exceed the relevant internal noise criteria at a number of facades. Following the implementation of an appropriate glazing and ventilation strategy, internal noise levels will meet the relevant noise level criteria and therefore the effects of future sensitive receptors are considered to be not significant.

Daylight, Sunlight & Overshadowing (Chapter 10, Vol II)

An assessment has been made of the likely environmental effects of the proposed development with respect to daylight and sunlight on the existing surrounding buildings. The assessments have been undertaken in accordance with the relevant planning policies and industry best practice guidance to assess the significance of the proposed development in terms of daylight and sunlight.

The methodology for the assessment of daylight and sunlight is set out in the BRE Guidance (Building Research Establishment (BRE) Handbook 'Site Layout Planning for Daylight and Sunlight 2011: A Guide to Good Practice'). The guidance is designed to be primarily referenced against residential accommodation.

Anfield Cemetery and Stanley Park have been scoped out of the assessment with regards to overshadowing. This is due to the separation distances between these amenity spaces and the proposed development site.

Baseline Conditions

The assessment considers effects on the current sensitive receptors (residential properties and other uses sensitive to daylight and sunlight levels) on Spellow Lane, Goodison Road, Gwladys Street, Bullens Road, Muriel Street and Diana Street.

The following scenarios have been assessed:

- Existing Baseline Scenario
- Future Baseline Scenario
- Proposed Development versus Existing Baseline Scenario
- Proposed Development versus Future Baseline Scenario
- Consented versus Existing Baseline Scenario

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The Existing Baseline Scenario consists of the application site in its existing condition and considers the daylight and sunlight currently being received within the existing residential receptors.

The Future Baseline Scenario consists of the application site in its existing condition with the Land bounded by Walton Lane, Bullens Road and Diana Street cumulative scheme (planning reference 18F/1316) built out on the adjacent site. It considers the daylight and sunlight which will be received within the existing and future residential receptors.

The Proposed Development versus Existing Baseline Scenario considers the potential daylight and sunlight effects of the proposed development on the existing residential receptors assessed against the Baseline Scenario; while the Proposed Development versus Future Baseline Scenario considers the potential daylight and sunlight effects of the proposed development on the existing and future residential receptors assessed against the Future Baseline Scenario. The Cumulative versus Existing Baseline Scenario considers the potential daylight and sunlight effects of the proposed development at Goodison Park and the development at Walton Lane on the existing residential receptors assessed against the Existing Baseline Scenario.

Construction Phase Effects

Potential daylight, sunlight and overshadowing effects on neighbouring receptors may be experienced as the structures are constructed, increasing to a maximum equal to the impact caused by the operational development and not exceeding this.

Given that effects will be temporary and short-term, and will not exceed the operational phase effects detailed below, the construction phase effects have not been assessed further. The operational effects can be considered as worst case.

Operational Phase Effects

The effects of the proposed scheme on the daylight and sunlight to the existing neighbouring receptors have been considered and overall will be of moderate

adverse to major beneficial significance, which will be permanent (long term) and at a local scale. For the most part, the proposed development causes a lesser obstruction than that caused by the existing stadium massing and this is reflected in the results where a high level of daylight and sunlight is retained to the vast majority of neighbouring buildings in the proposed condition, in excess of the BRE guidelines.

The results of the cumulative scheme indicate that the overall impact of both the Goodison Park development and the Land bounded by Walton Lane, Bullens Road and Diana Street cumulative scheme on the existing receptors in proximity to both of the schemes will be of negligible to minor adverse significance, which will be permanent (long terms) and at a local scale.

In terms of future sensitive receptors, these have been assessed under the Proposed Development versus Future Baseline scenario. The results indicate that the impacts of the proposed development will be of minor to moderate adverse significance, which will be permanent (long term) and at a local scale.

Townscape & Visual (Chapter 11, Vol II)

The TVIA has considered the potential townscape and visual effects of the proposed mixed use development upon the site and surrounding study area. The assessment considers that a high standard of design will be secured by condition during the application process and as such all mitigation is embedded within the proposed scheme design.

Baseline conditions

The desk-based study and site-based studies have identified a number of local townscape character areas to be assessed. The site is also located within close proximity to Stanley Park and Anfield Cemetery, both of which are Grade II* Registered within Historic England's Register of Parks and Gardens of Special Historic Interest in England.

The scope of the TVIA has been agreed following pre-application consultation with Liverpool City Council. Nine viewpoint locations were agreed; chosen to

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represent a range of viewer types within the study area and within the Zone of Theoretical Visibility (ZTV) coverage. Following further site analysis, an additional viewpoint (Viewpoint 10) was added to the assessment by WYG to provide a supplementary view from Anfield Cemetery.

Construction Phase Effects

During the construction phase the extent of construction effects would be limited to the townscape of the site and features within it, or immediately adjacent to it. There would inevitably be a major adverse and significant effect upon the townscape feature of the existing stadium of Goodison Park following the removal of the football ground at construction stage. A major adverse and significant effect would also occur upon the townscape setting of National Cycle Route (NCR) 810 as the route immediately passes the construction site, although for the route as a whole the overall construction effects would be negligible as it passes through the dense urban townscape beyond the site. There would also be a major adverse and significant effect upon the Sports Ground Townscape Character Area (TCA), within which the site lies, following site clearance and during the construction of the proposed development. This is mainly due to the presence of the construction equipment and construction activity during the various phases of development. For all other identified townscape receptors, construction effects would be moderate adverse to negligible.

The assessment of visual effects during the construction phase concludes that the greatest level of effects on visual receptors would also occur within close proximity to the site due to the dense urban nature of the local area which limits the overall extent of visibility available towards the site. There are likely to be major adverse and significant effects on the views experienced by residential receptors located within close proximity to the site (Goodison Road, Gwladys Street, Diana Street, and Bullens Road) due to the presence of the construction works at such close proximity. There are likely to be moderate adverse and significant effects experienced during the construction phase on views from pedestrian, cyclist, and cemetery visitor at the Priory Road junction

with Walton Lane (Viewpoint 8) and by pedestrian and cyclist receptors on Spellow Lane (Viewpoint 9) due to the availability of close range views towards the site, where built features within the site are largely absent in existing views and construction activity would be visible. For all other identified visual receptors, construction effects would be minimal.

Operational Phase Effects

Once the mixed-use development has been constructed and is in use, beneficial effects are anticipated on a number of landscape receptors. This includes the effect upon the cycle route passing the site (NCR 810), where its overall setting is anticipated to be improved due to the new development (although the effect on the route as a whole remains negligible), and the Sports Ground character area where improvements to the general townscape characteristics are expected albeit this effect is not considered to be significant. Due to the permanent loss of existing features; namely the Goodison Park Stadium, some adverse effects are still anticipated.

The visual effects on the surrounding residents' views are generally anticipated to be beneficial once the development has been completed. This is due to the change in the view from one towards a large stadium curtailing views and overshadowing the properties in places, to one towards a mixed-use development more suited to the surrounding townscape characteristics. Moderate adverse effects are still anticipated from two viewpoint locations (Viewpoints 8 and 9 – representing views experienced by pedestrian, cyclist and cemetery visitors), where the proposals add a built element to the view that was absent before, however such effects are not considered significant. The views from Stanley Park and Anfield Cemetery would generally be benefited by the replacement of the football stadium by the proposed development, which is anticipated to complement the surrounding townscape character in the view. However, views from the central path within Anfield Cemetery (Viewpoint 1) would be adversely affected to a minor degree due to the presence of buildings within part of the view that is currently undeveloped.

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The assessment of cumulative townscape and visual effects concludes that when the proposed development is considered in the context of all of the other relevant and agreed cumulative schemes, including the development located directly adjacent to the site at Bullens Road/Walton Lane, no significant effects are likely to arise.

Overall, the TVIA concludes that significant townscape and visual effects are likely to occur within the local environs of the site only.

Built Heritage (Chapter 12, Vol II)

This chapter of the ES assesses the likely significant effects of the proposed development on the environment in terms of Built Heritage.

Baseline Conditions

The Liverpool Maritime Mercantile City World Heritage Site (WHS) Core Area and associated Buffer Zone are both located approximately 2km from the site and beyond the 1km townscape study area. There is virtually no intervisibility between the site and the WHS or buffer zone and considering this and the distance from the site, they are not considered further within this assessment.

The site does not lie within a Conservation Area and there are no Conservation Areas within the immediate vicinity of the site.

There are a number of registered assets and listed buildings and structures nearby that have been assessed as relevant to this application including: Stanley Park – Grade II* Historic Park & Garden and Anfield Cemetery – Grade II* Historic Park & Garden. Both the Park and the Cemetery contain a number of individually listed Grade II structures. To the south of the site, on Walton Lane lies a Grade II listed Milepost.

Goodison Park Stadium has been identified on the Merseyside Historic Environment Record and is thus regarded as a non-designated heritage asset. Other non-designated heritage assets in the surrounding area include: 87 Langham Road; Spellow Lane Church; Salop Chapel; and 38 City Road.

An assessment has been made of the likely connection between the proposed development and heritage receptors in the surroundings of the application site. This identification of the baseline historic environment has been undertaken using a variety of methods outlined below:

- Desk-based assessment of published sources of information on the historic built environment in the area, in the form of statutory information and studies, histories and research.
- Physical inspection and fieldwork at the application site and the surrounding area.
- A systematic data search undertaken for heritage assets in the vicinity of the application site that may be affected by the proposed development.

The study area is a radius approximately 250m from the site. Due to the tight-knit dense nature of the residential development to the north and west of the site it is not regarded that the proposed development would have an impact on any heritage assets beyond 250m from the site. To the south and east of the site lie Stanley Park and Anfield Cemetery – both the Park and Cemetery are heritage assets which also contain a number of further, individually identified, assets that relate to the spaces within which they sit. As a consequence, in the case of the Park and Cemetery all of the heritage assets within these spaces have been identified within this Chapter even though some are up to 500m away.

Construction Phase Effects

The potential significant impacts that this application may have on the key heritage receptors relate to the construction phase and relate to the demolition of the existing stadium and the outline proposals for the new development on the site. There have been a number of design interventions incorporated into the proposals to minimise the impact on the receptors. These include: plot layout plans that demonstrate how the proposals intend to reflect the broad position of the stadium, in particular the pitch, by locating buildings around its perimeter; plans that show that the plots proposed for the south and east

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sides of St Luke the Evangelist Church will be a reduced height behind the church to not only ensure an appropriate setting for the church, but also the residential context of Gwladys Street and have an opening through to the centre of the proposed development; height and form of the perimeter plots fronting Walton Lane are of a scale that is lower than the existing stadium; and landscaping proposals include a public park, with soft and hard landscaping, in the centre of the site, broadly on the location of the current pitch area. It is also proposed that the existing entrance gates in the south west of the site, the commemorative/memorial plaques on the boundary walls to Spellow Lane, and the Ralph 'Dixie' Dean statue currently present at the site will be retained at the site under the proposals.

In terms of the assessment pre-mitigation, the greatest effects on designated heritage assets are Stanley Park (Minor Beneficial) and Anfield Cemetery (Minor Beneficial) and the two lodges and main entrance to the cemetery (Minor beneficial). With regards the non-designated heritage assets, the greatest effects are on the Goodison Park Stadium (Minor Adverse), St Luke the Evangelist Church (Minor Beneficial), 87 Lanham Street (minor Beneficial) and Salop Chapel (Minor Beneficial). The effect of the proposals on all other receptors is regarded as being Negligible.

A number of mitigation measures are proposed which include; retention of the pitch centre spot at the site within the public park; landscaping details to further emphasise the position of the pitch within the site; and adherence to a site specific Design Code, included within the Design and Access Statement Addendum, to ensure that new development on the site is high quality, cohesive and reflects its character and setting. Whilst these measures aim to ensure the significance of the stadium is further celebrated and ensures the character and setting of other receptors is enhanced by the proposals, they do not change the magnitude of effect on the receptors.

Operational Phase Effects

It is not likely that the operation of the proposed development will have any impacts on any of the key receptors so it is therefore largely scoped out of this chapter.

In summary, the assessment concludes that the greatest effects on designated heritage assets are Stanley Park (Minor Beneficial), Anfield Cemetery (Minor Beneficial) and the two lodges and main entrance to the cemetery (Minor beneficial). With regards the non-designated heritage assets, the greatest effects are on the Goodison Park Stadium (Minor Adverse), St Luke the Evangelist Church (Minor Beneficial), 87 Lanham Street (Minor Beneficial) and Salop Chapel (Minor Beneficial). The effect of the proposals on all other receptors is regarded as being Negligible.

Ground Conditions (Chapter 13, Es Vol II)

An assessment of the ground conditions at the site (from published information) has been undertaken to identify the likely significant effects of the proposed development, and the cumulative effects of the proposed development from the permitted Walton Lane residential scheme on human health and the environment in relation to ground contamination, land stability and hazardous ground gases.

The assessment has been carried out using a preliminary qualitative risk assessment, utilising a conceptual site model to identify 'source-pathway-receptor' linkages for the proposed development. The assessment has considered the potential for mobilisation and migration of existing contamination (if present) in soil and groundwater, the pollution of controlled waters and adjacent properties and land users during construction, human health risks to construction workers and future site users, the potential effects from newly introduced flora and the effects to the built environment.

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Baseline Conditions

The British Geological Survey (BGS) holds records of six historical boreholes drilled within the south of the site. These identified Made Ground deposits typically comprising clay fill and brick / ash fill proven to a maximum depth of 1.8m below ground level (bgl).

No superficial deposits are recorded to be present beneath the site apart from a thin section of Glacial Till located immediately on the southern boundary. The BGS logs identify negligible thicknesses of Clay beneath the Made Ground. The geological map indicates that the solid geology consists of the Chester Pebble Beds Formation. Bedrock geology was encountered in all six of the historical boreholes and predominantly comprised red Sandstone from relatively shallow depth to a maximum proven depth of 14.5m bgl.

The Superficial Deposits (where present) are indicated to be a Secondary Aquifer (Undifferentiated). The bedrock geology (Chester Pebble Beds) is classified as a Principal Aquifer. These are layers of rock or drift deposits that have high intergranular and/or fracture permeability - meaning they usually provide a high level of water storage. They may support water supply and/or river base flow on a strategic scale. In most cases, principal aquifers are aquifers previously designated as major aquifers. The soils overlying the Principal Aquifer are classified as having high leaching potential.

The environmental database indicates that there is one active groundwater abstraction at or within 1km of the site. The active water abstraction well is located 80m south and is operated by Liverpool City Council for the refilling of surface water features within Stanley Park.

Construction Phase Effects

During construction, there is potential for construction workers to be exposed to potentially contaminated material via direct contact (ingestion, dermal contact). Occupiers of adjacent properties and land users may also be exposed via inhalation of dusts/vapours during construction activities. During earthwork activities, there may be potential for the infiltration and migration

of contamination (if present) to the underlying Principal Aquifer or nearby surface waters (lake in Stanley Park). The potential risks during construction (pre-mitigation) have been assessed as minor to major significance. The risks can be mitigated through the implementation of a ground investigation in order to refine the risks at the site and incorporating good construction practices, and therefore there are no significant residual effects anticipated during the construction phase.

Operational Phase Effects

Post development, future site occupiers / visitors may be exposed to contaminants via direct or indirect ingestion, inhalation and/or dermal contact in areas of public open space / soft landscaping. Future site users are site workers, residents and visitors to the proposed development. There is also the potential for the migration of heavy metals to the principal aquifer and surface waters (Stanley Park Lake) and uptake of these contaminants by flora. However, the identified effects from the proposed development to a range of potential receptors following mitigation has been found to be negligible.

Following the ground investigation, further refinement of risks may be required through the implementation of a remediation strategy. The strategy will be prepared and submitted to the LCC for approval. Once approved, the contaminated source (if present) would be removed or placed beneath a suitable clean cover system in accordance with the strategy. If required, following gas monitoring at the site, buildings/confined spaces will be installed with gas protection measures. These remediation works would be documented within a Validation Report which would be submitted to the LCC for approval.

In relation to the proposed development and relevant cumulative developments, the likely effects of the proposed development on nearby receptors is considered to be negligible, and therefore not significant.

Water Resources & Flood Risk (Chapter 14, Es Vol II)

This chapter of the ES assesses the likely significant effects of the proposed development on the water environment surrounding the application site.

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Baseline Conditions

The nearest Main River to the application site (as shown on the Environment Agency's Flood Map for Planning) is the River Mersey, located approximately 2.7km to the west. It flows in a south to north direction into Liverpool Bay, located over 4km to the north west of the application site.

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

The Leeds & Liverpool Canal runs from north to south approximately 1.5km to the west of the application site.

There is also a network of public and private sewers surrounding the application site.

As discussed in the Ground Conditions section above, the Chester Formation is underlying the site and is classified as a Principal aquifer. This aquifer type is defined as layers of rock or drift deposits that have high intergranular and/or fracture permeability, meaning that they usually provide a high level of water storage. They may support water supply and/or river base flow on a strategic scale.

Construction Phase Effects

The proposed surface water and foul water drainage strategy (design interventions) offer a betterment to the baseline condition, resulting in minor beneficial effects on the receiving environment (i.e. public sewer) during the construction phase.

Based on the existing application site use, the potable water demand of the proposed development during its construction is anticipated to be greater than the current baseline condition. However, with the implementation of standard

measures into the construction phase via the Construction Environmental Management Plan (CEMP) to limit potable water demand, the magnitude of effect is expected to reduce to small, resulting in a negligible effect. Therefore, no significant effects are anticipated to the water environment during construction.

Operational Phase Effects

The proposed development incorporates areas of soft landscaping, thereby providing a net increase in permeable area and betterment to the existing drainage situation. In addition, it is proposed to further reduce runoff from the proposed development by restricting discharge from each of the proposed 6 outfalls, which will provide a significant reduction from the existing discharge rates. The proposed post-development discharge rate has been agreed with United Utilities and LCC as Lead Local Flood Authority.

It is proposed to attenuate up to and including the 1 in 100 year storm event plus 40% allowance for climate change on site. It is proposed to utilise geo-cellular storage below ground, with permeable paving providing additional storage as well as water quality benefits. Other SuDS elements that could be incorporated into final design include water butts, rainwater harvesting, rain gardens, bioretention systems and detention basins, subject to further design.

Overall a minor beneficial effect is anticipated on the water environment as a result of the proposed development, and therefore no significant effects are anticipated.

Socio-Economics (Chapter 15, Vol II)

Chapter 15: Socio-Economics, supported by Appendices 15.1, 15.2 and 15.3, Volume III, considers the baseline data for the Local area (County Ward); Local Authority area (Liverpool City Council), Sub-Regional area (Liverpool City Region); Regional area (North West Region) and National area (UK) as appropriate.

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The assessment has considered the impacts of the proposed development on a number of socio-economic indicators, including:

- Generation of employment;
- Generation of training and apprenticeship opportunities;
- Generation of GVA;
- Generation of additional wage income;
- Generation of additional expenditure;
- Increase in marketing and sponsorship revenue;
- Generation of societal value associated with the GPLP and EitC;
- Increase in new housing; and
- Demand on local social infrastructure (schools, GP surgeries and open space & playspace).

During the construction phase, the following benefits are anticipated:

- From the £82.5m of total expenditure creation of over 1,328 jobs for the region;
- Generation of 82 new trainees or apprentices' places; and
- From the £82.5m of total expenditure, generation of £69m GVA.

During the operational phase, the following benefits are anticipated:

- Taking account of additionality factors, the impact of the GPLP is estimated to create 452 net additional jobs at the sub-regional level. The impact of the GPLP on supplier jobs is to increase the scale of net additional jobs supported by 6 jobs at the sub-regional level and 8 jobs supported at the regional level. As part of the GPLP, EitC should contribute 17 additional jobs at the sub-regional level and 27 additional jobs at the regional level. In terms of the volunteer base supporting the work of the EitC the GPLP should support 45 additional volunteer jobs at the sub-regional level.

- The 173 new homes to be brought forward as a result of the GPLP would generate 138 new jobs. This employment is estimated to generate £6.7m in GVA.
- Taking account of additionality factors, estimated net additional GVA of almost £22m at the sub-regional level is expected to be generated from the 452 net additional jobs at the operational stage of the proposed development. As part of the Goodison Park Legacy project, EitC should contribute £0.82m in GVA at the sub-regional level.
- The 173 new homes to be brought forward as a result of the GPLP would generate 415 new residents. Taking account of additionality factors, the estimated net additional household income based on this population at the sub-regional level is £6.8m.
- As mentioned above, suppliers make a considerable contribution to the local and regional economy. The GPLP will therefore increase the scale of net additional expenditure by £0.28m at the sub-regional level and £0.38m at the regional level. As part of the GPLP, EitC should generate £0.37m of expenditure at the sub-regional level and £0.57m at the regional level. The EitC volunteer expected value is £0.77m at the sub-regional level.
- Maintaining the linkages between the old and new stadium and supporting the growth of EitC, generating additional societal value over a 10-year period of £79.4m according to Real Worth, or £148m over a 25-year period according to Simetrica-Jacobs split between BMD (£47.5m), GPLP (£58.2m) and EitC (£42.3m);
- As set out in Policy H1 Housing Requirement of the Emerging Local Plan for Liverpool (2018), the requirement for housing provision involves delivery of 34,780 net additional dwellings over the plan period 2013-2033, equating to 1,739 dwellings per year. Therefore, the delivery of 173 new residential units would therefore represent 0.5% of the plan period requirement or 9.9% of the annual requirement; and

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- In terms of increased demand for school places, GP patient places and open space and playspace, financial contributions would be provided as appropriate for the local authority to provide further capacity within the local social infrastructure.

For both the construction and operational phases, it is recommended that a working group, or Local Employment Group (LEG), is established involving key local stakeholders in order to maximise job and training opportunities for local people. The LEG could be secured via a planning condition with suitable triggers. Due to the Applicant's fundamental commitment to ensuring local benefits and the generation of training and apprenticeships, including employers' requirements for such measures within early contractor tender exercises, the consideration of these has been combined with the design interventions and undertaken as one comprehensive assessment rather than the individual interventions being broken down. In relation to this the Construction Management Plan (CMP) for BMD, which forms part of the People's Project, includes the following commitments:

- Creating a pipeline of future talent (apprentices) where requirements will be reviewed for on-site, off-site and heritage;
- Supporting economic growth (employment and supply chain);
- Running programmes in partnership with EitC mirroring their programmes using construction as a 'pull', as they do with sport;
- Being innovative by moving away from traditional commitment to just numbers, i.e. work experience, school visits, combining these into meaningful and structured programmes where benefits can be seen; and
- Supporting adults on EitC programmes to the jobs market.

The potential mitigation measures identified are financial contributions towards the increased demand on social infrastructure (i.e. schools, GP surgeries and open space and playspace. This would be agreed with the local

authority and secured through an appropriately planning condition if required.

In terms of cumulative impacts, based on consideration of BMD and Ten Streets, it is anticipated that alongside the proposed development these schemes will have additional beneficial effects. In terms of construction employment, construction GVA, operational employment, operational GVA, operational additional expenditure and societal value, the cumulative effects are assessed as being of major beneficial significance. The cumulative effects on training and apprenticeship opportunities, wage/household income and housing provision are assessed as being of moderate beneficial significance. The cumulative effects on local social infrastructure, have been assessed as minor beneficial significance.

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MITIGATION MEASURES

The following mitigation measures are proposed to reduce any potential impacts associated with construction and operation of the proposed scheme.

PHASE	POSSIBLE EFFECT BEING MITIGATED	MITIGATION MEASURE	HOW SECURED / TRIGGER
Transport			
Construction	Severance, pedestrian delay, pedestrian amenity, driver delay, road safety	<p><u>Construction Environmental Management Plan (CEMP)</u></p> <p>Prior to construction commencing, a CEMP will be submitted to LCC for approval. This will contain a range of measures to reduce the traffic impact of the construction of the development.</p> <p>A draft version of the measures that will be employed at the site to reduce transport impacts, and which will be included within the CEMP in due course, are provided in Chapter 4 Construction Strategy and CEMP. These measures include:</p> <ul style="list-style-type: none"> ■ Construction Travel Plan ■ Construction workers to be encouraged to use public transport, walking and cycling wherever possible and discouraged from parking in nearby streets. ■ Remote car parks to be used by construction workers who choose to drive. ■ Designated HGV access routes so that HGVs do not adversely impact the most sensitive areas. <p>Where appropriate, the CEMP will identify temporary traffic management measures which can be deployed on the local road network to mitigate impact, this can include temporary signalised pedestrian crossing points.</p>	Planning Condition
Operation	Severance, pedestrian delay, pedestrian amenity, driver delay, road safety	<p><u>Travel Plan</u></p> <p>Within a defined period following occupation, a staff and residents travel plan will be agreed with LCC which contains a series of measures to encourage the sustainable travel of staff and residents of the proposed development. The measures will seek to reduce travel by single occupancy vehicles and encourage sustainable travel where practical.</p>	Planning Condition
Operation	Severance, pedestrian delay, pedestrian amenity, road safety.	<p>New pedestrian crossing points connecting the site to the existing pedestrian and cycle network.</p> <p>The Transport Assessment identifies a number of potential new crossing point locations. Following planning permission, new crossing points will be provided as the phased development is built out, following the approval of subsequent Reserved Matters submissions.</p>	Planning Condition / Section 278
Operation	Road Safety	All new road junctions, pedestrian and vehicle routes will be subject to safety audit both in the design and operation stages.	S278

NON-TECHNICAL SUMMARY

PHASE	POSSIBLE EFFECT BEING MITIGATED	MITIGATION MEASURE	HOW SECURED / TRIGGER
Air Quality			
Construction	Dust associated with demolition, construction, earthworks and trackout	Mitigation within Section 7.1 (Appendix 8.1, ES Volume III) to be incorporated into Construction and Environmental Management Plan (CEMP)	Planning condition
Noise and Vibration			
Construction	Noise associated with demolition and other construction works on sensitive receptors surrounding the proposed development site during the construction phase.	Best practice noise mitigation techniques, set out in full in Appendix C of Appendix 9.1, ES Vol III, to be incorporated into the CEMP. 2.4m solid hoarding to be erected around the site boundary.	CEMP, secured by planning condition
Operation — Building Services Plant	Potential noise breakout from Building Services Plant	Noise emission limits in relation to breakout from building services plant has been specified at 64.9 dB(A) at 1m or 55.3 dB(A) at 3m during the daytime, and 59.5 dB(A) at 1m or 49.9 dB(A) at 3m during the night-time, to achieve levels at least 10 dB below background noise levels.	Secured by planning condition, built into the scheme upon construction

NON-TECHNICAL SUMMARY

PHASE	POSSIBLE EFFECT BEING MITIGATED	MITIGATION MEASURE	HOW SECURED / TRIGGER
Operation — Proposed Sensitive Receptors at the application site	Noise intrusion from surrounding existing sources, primarily from road traffic noise surrounding the proposed development site	<p>Residential spaces on façades which are exposed to Walton Lane to the south of the site will feature enhanced glazing with a specification of $R_w + C_{tr}$ 37 dB and an alternative means of ventilation which matches the performance of this glazing. This can be provided in several ways from acoustic trickle vents (which need to have a minimum sound reduction equal to or greater than the glazing) to other passive and mechanical ventilation systems. All other façades will feature standard double glazing with a sound reduction of up to $R_w + C_{tr}$ 33 dB. Alternative ventilation will be required for façades adjacent to the surrounding road network.</p> <p>Internal noise levels within proposed indicative educational spaces (Plot F) are expected to meet internal noise criteria assuming a windows-closed scenario, featuring standard double glazing with a sound reduction of $R_w + C_{tr}$ 33 dB. Façades adjacent to the road network will require an alternative means of ventilation which can be provided in several ways from acoustic trickle vents (which need to have a minimum sound reduction equal to or greater than the glazing) to other passive and mechanical ventilation systems.</p> <p>Internal noise levels within the proposed indicative employment spaces (Plot A) are expected to meet internal noise criteria assuming a windows-closed scenario, featuring standard double glazing with a sound reduction of $R_w + C_{tr}$ 33 dB. Façades adjacent to the road network will require an alternative means of ventilation which can be provided in several ways from acoustic trickle vents (which need to have a minimum sound reduction equal to or greater than the glazing) to other passive and mechanical ventilation systems.</p>	Glazing and ventilation strategy secured by planning condition
Daylight, Sunlight & Overshadowing			
None proposed	N/A	N/A	N/A
Townscape & Visual			
Operation	Landscape and visual effects	The DAS Addendum includes a series of development Plot Briefs. This provides additional design guidance to aid the successful delivery of Reserved Matters planning applications in the future and to ensure that the design of the proposed development is high quality and cohesive and that it reflects its character and setting.	Planning condition to secure compliance of the future Reserved Matters submissions with the Plot Briefs submitted.
Built Heritage			
Operation	Further retention of the historic/cultural value of the existing site use	Potential retention of the pitch centre spot, or a representation of it, in the central space at the centre of the application site. Landscaping details to further emphasise the position of the pitch within the site.	Landscaping details to be confirmed at reserved matters stage

NON-TECHNICAL SUMMARY

PHASE	POSSIBLE EFFECT BEING MITIGATED	MITIGATION MEASURE	HOW SECURED / TRIGGER
Operation	Enhanced architectural quality	A Site Specific Design Code to ensure that new development on the site is high quality, cohesive and reflects its character and setting.	Planning condition to secure compliance with the Site Specific Design Code established in the Design & Access Statement Addendum.
Ground Conditions			
Construction	Construction workers coming into contact with potentially contaminated materials on site	Implementation of good health and safety working practices and appropriate PPE.	CEMP secured by planning condition.
Construction	Adjacent properties and land users coming into contact with soil or contaminated materials (if present) from on-site	<p>Implementation of good construction practices and dust suppression during the construction phase, as per the following:</p> <ul style="list-style-type: none">Contaminated soils stockpiled in suitable skips or bunded areas;Dampening down of material;Vehicle washing;Designated site haulage routes; and,Dust monitoring and covering of exposed work faces. <p>These measures will be included within the CEMP in due course.</p>	CEMP secured by planning condition.
Construction	Adjacent properties and land users — Stanley Park coming into contact with soil or contaminated materials (if present) from on-site	<p>Implementation of good construction practices and dust suppression during the construction phase, as per the following:</p> <ul style="list-style-type: none">Contaminated soils stockpiled in suitable skips or bunded areas;Dampening down of material;Vehicle washing;Designated site haulage routes; and,Dust monitoring and covering of exposed work faces. <p>These measures will be included within the CEMP in due course.</p>	CEMP secured by planning condition.

NON-TECHNICAL SUMMARY

PHASE	POSSIBLE EFFECT BEING MITIGATED	MITIGATION MEASURE	HOW SECURED / TRIGGER
Construction	Infiltration and migration of contamination (if present) to Principal Aquifer beneath site	<p>Following demolition of existing structures on site, a ground investigation, including ground water monitoring will be undertaken to more fully understand the ground conditions beneath the site and the risk assessment for effects on the Principal Aquifer will be refined (including possible piling risk assessment). Should the results of the refined risk assessment indicate that remediation is necessary, a remediation strategy will be prepared and submitted to LCC for approval. Once approved, the contamination source (if present) would be removed in accordance with the agreed strategy.</p> <p>The following environmental controls will also be implemented on-site during the construction phase (and included within the CEMP):</p> <ul style="list-style-type: none"> • control of water encountered — i.e. runoff collected and disposed of appropriately; • Minimise stockpiling of material — place material in skip or bunded areas; and, • Minimise infiltration where possible — place contaminated material in segregated areas of site, within skip or bunds. 	Ground investigation, possible Remediation Strategy and CEMP to be secured by planning condition.
Construction	Infiltration and migration of contamination (if present) to lake within Stanley Park	<p>Following demolition of existing structures on site, a ground investigation, including groundwater monitoring will be undertaken to more fully understand the ground conditions beneath the site and the risk assessment for effects on the lake within Stanley Park will be refined. Should the results of the refined risk assessment indicate that remediation is necessary, a remediation strategy will be prepared and submitted to LCC for approval. Once approved, the contaminated source (if present) would be removed in accordance with the agreed strategy.</p> <p>The following environmental controls will also be implemented on-site during the construction phase (and included within the CEMP):</p> <ul style="list-style-type: none"> • Control of water encountered — i.e. runoff collected and disposed of appropriately; • Minimise stockpiling of material — place material in skip or bunded areas; and, • Minimise infiltration where possible — place contaminated material in segregated areas of site, within skip or bunds. 	Ground investigation, possible Remediation Strategy and CEMP to be secured by planning condition.
Operation	Future site users coming into contact with potentially contaminated soil	<p>Following the construction phase, which will include a ground investigation and possible remediation in order to refine the risks from contamination at the site, validation of such works may be required to ensure compliance with the agreed strategy. A validation report (if required) will be prepared and submitted to the LCC for approval.</p> <p>In soft landscaped areas, if required (based on the results of the refined risk assessment), importation of suitably clean material and marker layer would be placed over impacted material on-site.</p>	Potential requirement for a Validation Report to be secured by planning condition.

NON-TECHNICAL SUMMARY

PHASE	POSSIBLE EFFECT BEING MITIGATED	MITIGATION MEASURE	HOW SECURED / TRIGGER
Operation	Ground gas/vapour build up in buildings to affect future site users	As part of the ground investigation, ground gas monitoring will be undertaken following demolition of the structures on site to refine the risk to future site users posed by ground gas/vapour build up. Should the results indicate a risk to future site users then either source removal or ground gas mitigation measures may be installed in buildings. If required, the works will follow an approved Remediation Strategy, which will be validated and reported in a Validation Report or Gas Verification Plan which may be submitted to LCC for approval.	Potential requirement for a Validation Report or Gas Verification Plan to be secured by condition.
Operation	Infiltration and migration of contamination (if present) to Principal Aquifer beneath site	Following demolition of existing structures on site and following a ground investigation (including ground water monitoring) to fully understand the ground conditions beneath the site and the effects on the Aquifer, if necessary, a Remediation Strategy and piling risk assessment (if required) would have been prepared and submitted to the LCC for approval. During the operation phase, validation of these works would be carried out to ensure compliance with the approved strategy. If necessary, a Validation Report would be written which would be submitted to the LCC for approval.	Potential requirement for Validation Report and Piling Risk Assessment secured by planning condition.
Operation	Infiltration and migration of contamination (if present) to lake within Stanley Park	Following demolition of existing structures on site and following a ground investigation (including ground water monitoring) to fully understand the ground conditions beneath the site and the effects on the lake within Stanley Park, should remediation be required, a Remediation Strategy would have been prepared and submitted to the LCC for approval. During the operation phase, validation of these works would be carried out to ensure compliance with the approved strategy. If necessary, the Validation Report would be submitted to the LCC for approval.	Potential requirement for Validation Report to be secured by planning condition.
Operation	Loss of flora following uptake of contaminants (if present)	Following demolition of existing structures on site and following a ground investigation to fully understand the ground conditions beneath the site and the effects on flora, should remediation be required, a Remediation Strategy would have been prepared and submitted to the LCC for approval. During the operation phase, validation of these works would be carried out to ensure compliance with the approved strategy. If necessary, the Validation Report would be submitted to LCC for approval. In soft landscaped areas, if required (based on the results of the refined risk assessment and Remediation Strategy), importation of suitably clean material for planting with marker layer would be placed over impacted material on-site.	Potential requirement for Validation Report to be secured by planning condition.
Operation	Future Built Environment (below ground concrete and water supply pipelines)	Following demolition of existing structures on site and following a ground investigation to fully understand the ground conditions beneath the site and the effects on the built environment, should remediation be required, a Remediation Strategy would have been prepared and submitted to the LCC for approval. During the operation phase, validation of these works would be carried out to ensure compliance with the approved strategy. If necessary, the Validation Report would be submitted to LCC for approval. If required, the Remediation Strategy will detail an appropriate concrete classification for the ground conditions and if necessary, water supply pipe work would also be upgraded.	Potential requirement for Validation Report to be secured by planning condition.

Water Resources

NON-TECHNICAL SUMMARY

PHASE	POSSIBLE EFFECT BEING MITIGATED	MITIGATION MEASURE	HOW SECURED / TRIGGER
Construction	Increase in potable water demand	Given the essential use of water during the construction phase, it is not feasible to actively restrict water usage. Nevertheless, standard measures will be incorporated into the construction phase to limit potable water demand, use and wastage wherever practicable (i.e. ensure water supply connections are not leaking etc.). These measures will be formalised in the CEMP for the proposed development.	Planning condition
Operation	Increase in potable water demand	Standard measures will be incorporated through the detailed design of the proposed development to reduce water use. Such measures will likely include installation of water efficient welfare devices, and landscaping and open space areas designed to be of low water use. Confirmation will also be sought from United Utilities to ascertain whether their existing infrastructure is sufficient to supply the proposed development, with any necessary off-site reinforcement works being undertaken as part of the construction phase.	Planning condition
Socio-economics			
Operation	Increased demand for education facilities	As the small amount of primary and secondary aged children brought forward as a result of the proposed development would put more pressure on the future school capacity, the Applicant would enter into discussions with LCC and agree appropriate mitigation which is likely to comprise the Applicant making financial contributions which LCC would use to provide additional education capacity. This would be secured by means of an appropriately worded legal agreement. It should be noted that if one of the flexible uses on-site is developed as an education facility for children then this mitigation measure would not apply.	Financial contribution – Section 106 Agreement (if required)
Operation	Increased demand for healthcare facilities	As the small amount of residents brought forward as a result of the proposed development would put more pressure on the future healthcare capacity, the Applicant would enter into discussions with LCC and agree appropriate mitigation which is likely to comprise the Applicant making financial contributions which LCC would use to provide additional healthcare capacity. This would be secured by means of an appropriately worded legal agreement. It should be noted that if one of the flexible uses on-site is developed as a healthcare facility with GPs then this mitigation measure would not apply.	Financial contribution – Section 106 Agreement (if required)
Operation	Provision of open space & playspace	As the new residents and children associated with the proposed development would put more pressure on local open space and playspace facilities, the Applicant would enter into discussions with LCC and agree appropriate mitigation which is likely to comprise the Applicant making financial contributions which LCC would use to provide additional open space and playspace provision or alternatively the Applicant providing playspace within the site as part of the proposed development at reserved matters stage. This would be secured by means of an appropriately worded planning condition.	Planning Condition (or Section 106 Agreement if required)

NON-TECHNICAL SUMMARY

SUMMARY

This ES has considered:

- The scale and nature of the proposed development;
- Legislation, policy and guidance;
- Baseline data;
- Environmental impacts resulting from the proposed development;
- Recommended mitigation measures; and
- Residual effects.

Table 3 sets out the significant residual effects (Moderate or Major Significance) of the proposed development as identified through the EIA process and reported in the technical chapters of ES Volumes II and III. This is not a list of all residual effects as various Negligible and Minor effects have also been identified, however, these are not considered to be 'Significant' in terms of the EIA Regulations 2011. The Moderate effects reported in the Townscape and Visual Impact Assessment (TVIA), that have been determined in the assessment to be 'not significant' have also been reported in Table 3.

LIKELY SIGNIFICANT EFFECTS

Following implementation of mitigation measures, the following potential residual significant effects have been identified as a result of the proposed development, over the construction and operational phases:

- Noise & Vibration;
- Daylight, Sunlight & Overshadowing;
- Townscape & Visual; and
- Socio-economic.

The remaining potential environmental effects during construction and operation are considered to be of negligible to minor residual significance and therefore are considered not significant.

NON-TECHNICAL SUMMARY

Table 3
Residual Effects

TECHNICAL AREA	PHASE	RECEPTOR	RESIDUAL IMPACT	RESIDUAL EFFECT					
				SIGNIFICANCE	ADV/BEN/NEU	ST/MT/LT	D/IND	P/T	R/IRR
Noise & Vibration	Operation — Traffic (Short-term)	TR05 (37 Goodison Road), TR07 (41 Nimrod Street), TR12-TR13 (63a Gwladys Street & 1 Bullens Road)	Noise associated with increased vehicle movements	Moderate	ADV	ST	D	P	IRR
Daylight, Sunlight & Overshadowing	Operation	5 Goodison Road	Effects on internal daylight levels	Moderate Adverse	ADV	LT	D	P	IRR
Daylight, Sunlight & Overshadowing	Operation	7 Goodison Road	Effects on internal daylight levels	Moderate Adverse	ADV	LT	D	P	IRR
Daylight, Sunlight & Overshadowing	Operation	9 Goodison Road	Effects on internal daylight levels	Moderate Adverse	ADV	LT	D	P	IRR
Daylight, Sunlight & Overshadowing	Operation	19-29 (odds) Goodison Road	Effects on internal daylight levels	Minor to Moderate	BEN	LT	D	P	IRR
Daylight, Sunlight & Overshadowing	Operation	Winslow Hotel Public House	Effects on internal daylight levels	Minor to Moderate	BEN	LT	D	P	IRR
Daylight, Sunlight & Overshadowing	Operation	33A — 43 (odds) Goodison Road	Effects on internal daylight levels	Minor to Moderate	BEN	LT	D	P	IRR
Daylight, Sunlight & Overshadowing	Operation	25-33 (odds) Gwladys Street	Effects on internal daylight levels	Major	BEN	LT	D	P	IRR
Daylight, Sunlight & Overshadowing	Operation	35-43 (odds) Gwladys Street	Effects on internal daylight levels	Major	BEN	LT	D	P	IRR
Daylight, Sunlight & Overshadowing	Operation	45-53 (odds) Gwladys Street	Effects on internal daylight levels	Major	BEN	LT	D	P	IRR

NON-TECHNICAL SUMMARY

TECHNICAL AREA	PHASE	RECEPTOR	RESIDUAL IMPACT	RESIDUAL EFFECT					
				SIGNIFICANCE	ADV/BEN/NEU	ST/MT/LT	D/IND	P/T	R/IRR
Daylight, Sunlight & Overshadowing	Operation	19-29 (odds) Goodison Road	Effects on internal sunlight levels	Minor to Moderate	BEN	LT	D	P	IRR
Daylight, Sunlight & Overshadowing	Operation	Winslow Hotel Public House	Effects on internal sunlight levels	Major	BEN	LT	D	P	IRR
Daylight, Sunlight & Overshadowing	Operation	33A — 43 (odds) Goodison Road	Effects on internal sunlight levels	Major	BEN	LT	D	P	IRR
Daylight, Sunlight & Overshadowing	Operation	Church of St Luke the Evangelist	Effects on internal sunlight levels	Minor to moderate	BEN	LT	D	P	IRR
Daylight, Sunlight & Overshadowing	Operation	15-23 (odds) Gwladys Street	Effects on internal sunlight levels	Moderate	BEN	LT	D	P	IRR
Daylight, Sunlight & Overshadowing	Operation	25-33 (odds) Gwladys Street	Effects on internal sunlight levels	Moderate	BEN	LT	D	P	IRR
Daylight, Sunlight & Overshadowing	Operation	35-43 (odds) Gwladys Street	Effects on internal sunlight levels	Moderate to Major	BEN	LT	D	P	IRR
Daylight, Sunlight & Overshadowing	Operation	45-53 (odds) Gwladys Street	Effects on internal sunlight levels	Moderate	BEN	LT	D	P	IRR
Daylight, Sunlight & Overshadowing	Operation	55-65 (odds) Gwladys Street	Effects on internal sunlight levels	Minor to Moderate	BEN	LT	D	P	IRR
Townscape & Visual	Construction	Goodison Park stadium	Effects on townscape character	Major: Significant	ADV	ST	D	T	R

NON-TECHNICAL SUMMARY

TECHNICAL AREA	PHASE	RECEPTOR	RESIDUAL IMPACT	RESIDUAL EFFECT					
				SIGNIFICANCE	ADV/BEN/NEU	ST/MT/LT	D/IND	P/T	R/IRR
Townscape & Visual	Construction	NCR 810	Effects on townscape character	Major: Significant (as immediately passes the site)	ADV	ST	D	T	R
Townscape & Visual	Construction	Sports Ground Townscape Character Area	Effects on townscape character	Major: Significant	ADV	ST	D	T	R
Townscape & Visual	Construction	Grid Iron Terraces Townscape Character Area	Effects on townscape character	Moderate: Not Significant	ADV	ST	D	T	R
Townscape & Visual	Operation	Goodison Park stadium	Effects on townscape character	Major: Significant	ADV	LT	D	P	R
Townscape & Visual	Operation	NCR 810	Effects on townscape character	Major: Significant (as immediately passes the site)	BEN	LT	D	P	R
Townscape & Visual	Operation	Sports Ground Townscape Character Area	Effects on townscape character	Moderate: Not Significant	BEN	LT	D	P	R
Townscape & Visual	Operation	Grid Iron Terraces Townscape Character Area	Effects on townscape character	Moderate: Not Significant	BEN	LT	D	P	R
Townscape & Visual	Construction	Viewpoint 04 Stanley Park — Formal Terrace	Effects on view	Moderate: Not Significant	ADV	ST	IND	T	R
Townscape & Visual	Construction	Viewpoint 06 Goodison Road	Effects on view	Moderate: Not Significant — Pedestrians /Cyclist	ADV	ST	IND	T	R
Townscape & Visual	Construction	Viewpoint 07 Walton Lane	Effects on view	Moderate: Not Significant — Pedestrians /Cyclists	ADV	ST	IND	T	R
Townscape & Visual	Construction	Viewpoint 08 Priory Road junction with Walton Lane	Effects on view	Pedestrians /Cyclists / Cemetery visitors — Moderate: Significant Vehicular road users -Moderate : Not Significant	ADV	ST	IND	T	R

NON-TECHNICAL SUMMARY

TECHNICAL AREA	PHASE	RECEPTOR	RESIDUAL IMPACT	RESIDUAL EFFECT					
				SIGNIFICANCE	ADV/BEN/NEU	ST/MT/LT	D/IND	P/T	R/IRR
Townscape & Visual	Construction	Viewpoint 09 Spellow Lane	Effects on view	Moderate: Significant - Pedestrians /Cyclists	ADV	ST	IND	T	R
Townscape & Visual	Construction	Residents within close proximity to the site on Goodison Road, Gwladys Street, Diana Street, and Bullens Road.	Effects on view	Major: significant	ADV	ST	IND	T	R
Townscape & Visual	Operation	Viewpoint 04 Stanley Park – Formal Terrace	Effects on view	Moderate: Not Significant	BEN	LT	IND	P	R
Townscape & Visual	Operation	Viewpoint 06 Goodison Road	Effects on view	Moderate: Not Significant – Pedestrians /Cyclist	BEN	LT	IND	P	R
Townscape & Visual	Operation	Viewpoint 07 Walton Lane	Effects on view	Moderate: Not Significant – Pedestrians /Cyclists	BEN	LT	IND	P	R
Townscape & Visual	Operation	Viewpoint 08 Priory Road junction with Walton Lane	Effects on view	Pedestrians /Cyclists / Cemetery visitors - Moderate: Not Significant Vehicular road users - Moderate: Not Significant	ADV	LT	IND	P	R
Townscape & Visual	Operation	Viewpoint 09 Spellow Lane	Effects on view	Moderate: Not Significant – Pedestrians /Cyclists Moderate: Not Significant – Residential / Road users	ADV	LT	IND	P	R
Townscape & Visual	Operation	Residents within close proximity to the site on Goodison Road, Gwladys Street, Diana Street, and Bullens Road.	Effects on view	Major: Significant	BEN	LT	IND	P	R

NON-TECHNICAL SUMMARY

TECHNICAL AREA	PHASE	RECEPTOR	RESIDUAL IMPACT	RESIDUAL EFFECT					
				SIGNIFICANCE	ADV/BEN/NEU	ST/MT/LT	D/IND	P/T	R/IRR
Socio-economics	Construction	Labour Market & Employment	Generation of construction employment	Moderate	BEN	ST	D	T	R
Socio-economics	Construction	Local Economy	Generation of GVA	Moderate	BEN	ST	D	T	R
Socio-economics	Operation	Labour Market & Employment	Generation of GVA	Moderate	BEN	LT	D	P	R
Socio-economics	Operation	Local Economy	Generation of additional household income	Moderate	BEN	LT	D	P	R
Socio-economics	Operation	Local Community	Generation of societal value	Moderate	BEN	LT	D	P	R
Key: ADV/BEN = Adverse/Beneficial; ST/MT/LT = Short-term/Medium-term/Long-term; D/IND = Direct/Indirect; P/T = Permanent/Temporary; R/IRR = Reversible/Irreversible									

NON-TECHNICAL SUMMARY

DETERMINATION PERIOD

As per Regulation 16(5) of the EIA Regulations 2011, LCC shall not determine the EIA application until the expiry of 14 days from the last date on which a copy of the statement was served to any of the above persons / bodies. The determination must also be made after the expiry of 21 days from the display of the site notice and 14 days from the date of publication in the local newspaper (whichever is the later).

In contrast to a normal planning application, which should be decided upon within either 8 or 13 weeks of submission, those applications accompanied with an ES are to be decided within 16 weeks of submission (Regulation 61(2)).

HOW TO COMMENT

The ES and the planning application will be available to be viewed and downloaded at LCC's planning applications website:

<https://liverpool.gov.uk/planning-and-building-control/search-and-track-planning-applications/>

For anyone without personal access to the internet, the documents can be viewed online at any of LCC's libraries through the computer/internet facilities available, or a hard copy of the ES and supporting documents can be viewed at LCC's offices (outside of local Covid-19 lockdown restrictions).

Comments on the planning application and ES should be addressed to Felicity Collins, Planning officer, at the address below or may be made online via LCC's planning applications website.

Liverpool City Council
Planning
Cunard Building
Water Street
Liverpool
L3 1AH

Paper copies of this ES can be obtained for £500.00 (to reflect printing and distribution costs) by contacting:

CBRE Ltd - Environmental Planning & Assessment
St Martins Court
10 Paternoster Row
London
EC4M 7HP

Alternatively, an electronic copy of the ES can be obtained for £10.00 by contacting CBRE at the above address. Charges for paper and electronic copies of the ES are made in accordance with Regulation 21 of the EIA Regulations 2011.

WORKS CITED

- [1] H. Government, The Town and Country Planning (Environmental Impact Assessment) Regulations 2011, London.
- [2] Institute of Environmental Management and Assessment, "Special Report- The State of Environmental Impact Assessment Practice in the UK," IEMA, 2011.