

# Agenda Item

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|-------------------------|---|-----------------------|--|
| <b>Ward:</b>            | <b>County</b>   |                       |  |
| <b>Site:</b>            | <b>Goodison Park<br/>Goodison Road<br/>Liverpool<br/>L4 4EL</b>   |                       |  |
| <b>Proposal:</b>        | <b>To demolish existing buildings and redevelop the site for a mix of uses, comprising residential units (Use Class C3); residential institution (Use Class C2); shops (Use Class A1); financial &amp; 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. (Outline application with all matters (Access, Appearance, Landscaping, Layout and Scale) reserved) **amended plans, documents and Environmental Statement received 16/12/2020**</b> |                       |  |
| <b>Applicant:</b>       | <b>Everton Stadium Developments Ltd</b>   |                       |  |
| <b>Application No.:</b> | <b>20O/0997</b>   | <b>Committee Date</b> |  |
| <b>D.C. Team:</b>       | <b>City North</b>   |                       |  |
| <b>Recommendation:</b>  | <b>Approve Subject to a Legal Agreement</b>   |                       |  |
| <b>Contact Officer:</b> | <b>Felicity Collins</b>   |                       |  |

Any supporting or background documentation referenced within the Case Officer Report may be available for inspection at the City Council offices by prior appointment in accordance with the provisions of Section 100D of the Local Government Act 1972. Note that the right to inspect such materials is contingent on the provisions of both Schedule 12A Local Government Act 1972 (as amended) and the Data Protection Act 2018.

## Case Officer Report

### Introduction

This is an outline planning application for the 'Goodison Park Legacy Project' and is being made in parallel with the application for development of a new stadium for Everton Football Club at Bramley Moore Dock. Should the new stadium be approved, this application seeks permission for the demolition of the existing Everton Stadium, and its replacement with a residential-led, mixed use development, including retention of the central pitch area as a park space. The application reserves all matters of detail (access, appearance, landscaping, layout and scale) for future consideration.

## Site Description

The application site comprises the 3.39ha site of the football stadium of Everton Football Club ('the stadium') and associated facilities, including car parking, ticket sales, catering, hospitality areas, office space and food and beverage retail concessions. The site has been the location for the home football matches of Everton Football Club since 1892 and is recognised as the first major football stadium built in England. The four existing stands, arranged around the north-south orientated pitch, are of varying ages and collectively have a capacity of 39,572 spectators.

The stadium is within a tight urban grain, surrounded by dense Victorian terraced housing. The site is bound to the north by Gwladys Street and to the east by Bullens Road. The northern side of Gwladys Street comprises terraces which front onto the northern stand of the stadium (Gwladys Street stand). Gwladys Street Primary and Nursery School and the gable ends of terraced properties of Muriel Street and Diana Street abut Bullens Road, opposite the Bullens Road stand. To the west, the site is bound by Goodison Road, with rows of terraced housing on the opposite side of the road, facing the Goodison Road Stand of the stadium.

The southern site boundary is formed by Walton Lane (A580), beyond which lies the Grade II\* Registered Stanley Park. Anfield Cemetery, a Grade II\* Registered Park and Garden, is situated to the south-east of the site.

The Church of St Luke the Evangelist is situated at the north-west corner of the site, at the intersection of Gwladys Street and Goodison Road. It is separated from the stadium to the south by Goodison Place, a small section of road which ends at the stadium.

Vehicular access to the car parking area and main stand entrance is at the south west corner of the site, off Goodison Road, close to the junction with Spellow Lane. This parking area can hold up to 300 cars on non-match days and 150 on match days. It can also be accessed from Bullens Road.

In the Liverpool Unitary Development Plan (UDP) the site is washed over as Primarily Residential (Policy H4). It sits alongside the Primary and Strategic Route Network (Policy T8) and Environmental Improvement Corridor (Policy OE15) of Walton Lane, and is adjacent to Stanley Park which is a Proposed Conversation Area and designated Historic Park (HD7 and HD15), which adjoins the Anfield Cemetery Historic Park to the north. The linear District Centre (Policies S5, S6 and S7) of County Road is approximately 300m to the west. Similarly, the emerging Liverpool Local Plan washes over the site as Primarily Residential (Policy H7), and identifies the primary route network, historic park and cemetery, and the district centre (Policies TP1, HD1, SP1, SP2 and SP3 apply).

Stanley Park and Anfield Cemetery are both Grade II\* registered parks & gardens, and numerous grade II listed buildings are contained within and around these registered sites.

A Certificate of Immunity from Listing has been granted in relation to 'Goodison Park – Everton FC football ground, Goodison Road, Liverpool'. The Secretary of State for Digital, Culture, Media and Sports issued the decision on the 18th March 2019 (reference 1462465). The Certificate expires on the 17th March 2024(refer to para 4.2 below).

## Background to the Proposal

Goodison Park has been the home of Everton Football Club since 1892 and is recognised as the first major football stadium built in England. The Club is known as 'The People's Club', reflecting the commitment to its supporter base and the local community through inclusivity and accessibility. The Club's official charity Everton in the Community (EitC) offers more than 40 programmes covering a range of social issues and has invested significantly in the area surrounding Goodison Park.

### 'The People's Project'

In December 2019, the Club submitted a planning application for development of a new stadium at Bramley-Moore Dock in Liverpool to replace Goodison Park as the Club's home stadium (Application ref: 20F/0001). The new stadium would have an increased capacity and improved stadium facilities and it has been demonstrated that this can't be achieved through redevelopment of the stadium at Goodison Park.

The proposed relocation and the subsequent redevelopment of the existing stadium is referred to collectively as 'The People's Project' by the Club. The Project is founded on principles set by the Club Senior Executive Team and Board to ensure that it transcends beyond simply delivering a new football stadium, in terms of the benefits it offers, the geographical reach and social, economic and environmental impact. The Planning Statement and Economic Impact Assessment notes Goodison Park is within a ward which contains pockets of the worst deprivation in the country, with a declining population and indicators of severe deprivation across multiple indices, pointing to an area in economic distress. As such, leaving a lasting, positive legacy for the area is one of those key principles.

### *Goodison Park Legacy Project*

The proposed redevelopment of the existing stadium is referred to as the 'Goodison Park Legacy Project'. Its aim is to create a dynamic and high-profile mixed-use scheme, and focal point of EitC's existing community campus, with potential to provide education, housing, health, employment, community and wellbeing development opportunities. The intention is retain the Club's legacy at the site; proposals include the retention of iconic features from the Club's history at the site and will be geographically close to the already established Everton in the Community (EitC) network of community facilities around Goodison Park including:

- Everton Free School & Sixth Form College (Spellow Lane) – school for pupils aged 14-16 who have been permanently excluded or who are at risk of exclusion
- The People's Hub (Spellow Lane) – community building for EitC programmes
- The Blue Base (Salop Street) – function centre and place for use by disabled fans on match days
- The People's Place (Spellow Lane) - planning permission granted April 2020 for a proposed new drop in mental health facility.

It is intended that the charity will help with delivery of programmes from the proposed community facilities within the GPLP, and that the project will provide a platform for EitC to expand and grow, potentially occupying some of the office space proposed, increasing its reach and magnitude of impact within North Liverpool.

### Pre-Application Consultation by the Applicant

The Club has undertaken extensive consultation with statutory and non-statutory consultees in advance of submitting this application. This included a two-stage public consultation for The People's Project, held at the end of 2018 and summer 2019. The response to the GPLP indicated a considerable level of support generally, but also specifically from respondents living in the L4 postcode. This is fully documented in the Statement of Community Engagement submitted with the application.

### Benefits

The application supporting information highlights the public benefits of The People's Project and includes an Economic Impact Assessment and Social Value Analysis (Environmental Statement, December 2020, Volume 3 Appendix 15.1 and 15.2). These assessments have been updated since the original analysis submitted in March 2020 in light of the impact of the Covid-19 pandemic. The socio-economic indicators which informed the assessment have experienced a significant and rapidly moving negative shift, for example significant increases in unemployment figures and predicted unemployment going forward.

In terms of economic benefits, the construction value of the projects is estimated at £505m for the new stadium and £82.5m for the Goodison Park Legacy Project, which brings some 9000+ construction jobs in total as well as nearly 600 apprenticeships/ trainee jobs, as well as acting as a catalyst for development in the neighbouring areas. Once operational, the project as a whole is predicted to create some 800 additional jobs. The Goodison Park Legacy Project, which is enabled through the relocation of the Club to BMD, is estimated to produce a social value of £58.2m over the 25 year evaluation period. The benefits will be experienced by existing residents in the area as well as new residents. These benefits sit alongside the social benefits gained through relocation of the Club to BMD and from increased activity of Everton in the Community (EitC); the People's project as a whole is anticipated to generate social value of £148m over a 25 year period.

It is clear that the People's Project has the potential to have very significant benefits for the City Region and to transform and catalyse development in North Liverpool, which is a major focus of regeneration in the City.

### Programme

The proposed redevelopment of Goodison Park cannot begin until the existing stadium has been demolished, which will follow the completion of the proposed new stadium at Bramley Moore Dock. To reflect this timescale, the Club is seeking a longer implementation period for planning permission at Goodison Park, relating to both the timescales for submission of Reserved Matters and subsequent start on site.

The proposed development at Goodison Park is likely to be phased, with Reserved Matters submissions being made separately for individual blocks or groups of blocks as they are progressed. For the purposes of the technical assessments that support the application, a start date of Q3 of 2024 is assumed, with a completion date of 2028. However, the timescale is dependent on the timing of the delivery of the new stadium.

## Development Summary

The proposals are for 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. The application is made by Everton Football Club (Everton Stadium Development Limited).

The application is made in outline, with all matters (appearance, layout, scale, access and landscaping) reserved for future determination. The amount of development proposed is:

- **Residential:** Up to 173 residential units, maximum 16,003sqm GEA (Use Class C3);
- **Care Home:** Up to 5,863sqm GEA Residential Institution (Use Class C2);
- **Community Uses, Education and Health:** Up to 9,998sqm GEA Non-Residential Institution (Use Class D1).
- **Commercial:**
  - Up to 4,762 sq m GEA of commercial office floorspace (Use Class B1); and,
  - Up to 750sqm of flexible space for a mix of:
    - Retail (Use Class A1);
    - Financial and professional services (Use Class A2);
    - Restaurants and cafes (Use Class A3);
    - Drinking establishments (Use Class A4); and,
    - Hot food takeaways (Use Class A5),

Of which up to 349sqm could be retail (Use Class A1)).

*Note: The application was made prior to the amendment of the Use Classes Order in September 2020 and is therefore to be determined under the previous Use Classes Order.*

## Parameter Plans – For Approval

Notwithstanding that the application is in outline with all matters reserved, it includes parameters for the layout and scale of the development which, if the application were to be approved, would set a masterplan framework for any future detailed reserved matters applications. The Parameter Plans comprise:

- Parameter Plan 01 - Development Plots
- Parameter Plan 02 - Maximum Development Heights
- Parameter Plan 03 - Ground Floor Uses
- Parameter Plan 04 - Upper Floor Uses
- Parameter Plan 05 - Access and Movement
- Parameter Plan 06 - Public Realm
- Parameter Plan 07 - Development Parcels

## Plot Briefs – Guiding Design Principles

Further, the guiding principles for development of detailed proposals, which would come forward in future detailed reserved matters applications, are set out within Plot Briefs that cover aspects of building layout, access and movement, land use distribution within the plot, massing, frontages and thresholds (see the Design and Access Statement

Addendum). A masterplan illustrates how these parameters and principles might translate into a detailed scheme, but this is illustrative and not for approval.

### Uses

Whilst the application doesn't seek approval for the layout, size, type, tenure of dwellings, or the precise tenancy of institution and commercial plots, the intentions for the occupation of the development has been identified in the application as follows:

- Residential: it is intended that a mix of apartments, terraced dwellings and mews houses will be provided. The intention is to provide a range of house types, size and tenure in order to increase choice in the local housing market.
- Residential Institution: one plot is identified as including this use (Plot D). This could be a mixed care home and extra care facility, comprising approximately 78 beds within the care home and 24 apartments within the extra care facility.
- Non-Residential Institution: two plots are identified as including this use, and could accommodate a health centre (potentially within Plot F), a primary school (possibly located within Plot F) and a community education centre (potentially located within Plot E).
- Office: is identified within Plot A and could accommodate new office facilities for staff of EitC.
- Flexible Uses -Retail, financial and professional services, restaurants and cafes, drinking establishments, hot food takeaways are proposed at the ground floors of blocks in Plots A and C, in order to create active frontages and encourage movement around the site.

The locations for uses within the development are identified on Parameter Plans 03 (Ground Floor Uses) and 04 (Upper Floor Uses).

### Layout

Parameter Plan 01 identifies the development plots within which all proposed buildings will be located. The development plots are anticipated to deliver a number of buildings within them and will enclose any communal or private realm within the centre of the plot.

Parameter Plan 07 identifies the Development Parcels within the masterplan. These development parcels ensure development plots are delivered alongside the associated infrastructure and public realm within each parcel.

### Scale and Appearance

Whilst the application does not seek approval for detailed building designs, Parameter Plan 02 defines the maximum building heights and maximum number of storey's within the masterplan.

The heights of the development have been reduced in response to consultation comments received from LCC's Conservation Officer, Urban Design Officer and Planning Officer and a Places Matter Design Review. The height of the proposed development adjoining the Church of St Luke the Evangelist has been reduced in order to improve the setting

adjacent to the Church and the interface with the proposed development, and height along Walton Lane has been reduced to improve the relationship with Stanley Park.

Heights now range from 5 storeys fronting Walton Lane and part the way up Bullens Road, rising to 6 storeys at the corner. 3 and 4 storeys along Goodison Road, and dropping down to 2 storeys along Gwladys Street.

#### Public Realm and Landscaping

While details of landscaping are not included for approval, it is proposed that the existing entrance gates in the south west of the site (including commemorative/ memorial plaques dedicated to former fans on the site boundary walls either side of the entrance gates), and the Ralph 'Dixie' Dean statue currently present at the site will be retained at the site under the proposals. New building is also not proposed in the central part of the site, broadly on the location of the current pitch area.

Parameter plan 06 defines the principal areas of public realm within the masterplan and the differing character of these streets and spaces, and further principles for a masterplan that includes quality public realm and soft landscaping are set out within the Design and Access Statement Addendum.

#### Access and Parking

Parameter Plan 05 defines the movement routes to be facilitated between development plots. This ensures the connectivity through the masterplan and into the wider neighbourhood is delivered for vehicles/ cyclists (on-street) and pedestrians as proposed.

Three east-west connections linking Goodison Road and Bullens Road are proposed to draw together the existing and new communities. Three 'play streets' are proposed between Plots A and B, between C and D, and to the south of Plot G, providing north south routes from Walton Lane to the park (retained pitch) and a buffer to the park which will be car free.

402 parking spaces are proposed to serve the development. The illustrative material shows that these could be accommodated as 200 podium (internal) spaces, 153 spaces on private streets (within the development) and 49 spaces on adopted streets at the perimeter. It is envisaged that accessible and EV charging bays will be provided in accordance with Council standards at the reserved matters stage.

Cycle parking will be provided throughout the site envisaged as a mix of storage areas within buildings for longer-term use (e.g. for employees and residents) and cycle stands within the landscaping areas for shorter duration storage (e.g. visitors to shops). Details will be provided in accordance with Council standards at the reserved matters stage

#### Supporting Information

The application is accompanied by a set of drawings – including high level parameters for approval and illustrative only drawings - and number of supporting documents, as follows:

- Planning Statement, CBRE Limited
- Planning Statement Addendum (CBRE Limited, December 2020)
- Environmental Statement Volume 1: Non-Technical Summary CBRE Limited, December 2020
- Environmental Statement Volume 2: Main Volume, December 2020

- Environmental Statement Volume 3: Technical Appendices, December 2020
- Design & Access Statement, Condry Lofthouse Architects
- Design & Access Statement Addendum, Planit-IE, December 2020
- Parameter Plan Report, Planit-IE, December 2020
- Statement of Community Engagement, Influential
- Social Value Assessment, Real Worth
- Update to Social Value Analysis (Simetrica-Jacobs, 2020)

## **Relevant Site History**

This site:

None Relevant

Nearby Sites:

18F/1316      Land Bounded by Walton Lane, Bullens Road and Diana Street  
To erect part four/part five storey block comprising 106 no. flats with associated car parking, landscaping and ancillary works.  
*Approved subject to Legal Agreement, August 2018.*

## **Responses to Consultations**

The application was advertised by way of individual notification letters to 603 properties in the immediate vicinity. Site notices were posted and a press advert was published (14/05/2020). Local councillors and various other internal and external consultees were also consulted as set out below.

The consultation was repeated in December 2020, following receipt of the updated plans and documents.

## **EXTERNAL**

**Local Councillors** – no comments received

**Neighbours** – 11 letters were received in response to the application, 4 in objection and 7 in support of the proposals, raising the following considerations:

Grounds for objection:

- Stadium shouldn't be demolished, it has huge historical and emotional significance for generations of players, coaches, staff, supporters and people that live nearby. It is still fit for football and more.
- The stadium plays a role in improving deprivation in the local community, it could become a sports facility for the community, which would be more beneficial than just building houses. It could remain as a reserve stadium, for training, for the community, within supporting shops.
- Destroying the stadium is irreversible.



- Disagree with the current plans, as the area will suffer economically. Feel, as many others will, that the facilities could be used for other purposes.
- Are homes at risk of demolition?

#### Expressions of support

- Would like to propose a statue of Tony Bellew, former world champion boxer, is commissioned and erected in the area to celebrate his achievements and as a reminder of the virtues of boxing and its benefits to working class communities.
- Enquiring as to the whether properties will be available to buy or rent and what size they will be.
- Looks great, so proud of my football club. Goodison will always be our spiritual home. Happy we are doing something that will help the community.
- Courageous and wonderful plan by EFC for the benefit to the local people of Walton, Kirkdale and surrounding areas. Tremendous and lasting legacy for Evertonians.
- Great to see Everton are looking to leave a legacy in the community.
- These plans are pro-community and supportive of local people.
- Supportive of the regeneration of the area for the community following the move to Bramley Moore. The school and residential, with commercial outlets, to sustain and support the area.

**Historic England** - no objection; considers detailed design of any scheme would have to be carefully considered to ensure impacts on Stanley Park are kept to a minimum and safeguards to this effect should be built into the permission. In response to the amended submission, confirmed that plans demonstrate that the need to be sensitive to the significance of the Grade II\* Stanley Park has been acknowledged by both the applicants and Liverpool City Council. This approach is very much welcomed. A high-level review of the developed master plan and supporting townscape visual assessment, show that the proposed development parameters, including heights and massing, would prevent the new build from impacting on key views in Stanley Park, sustaining its significance.

**Sport England** – no objection subject to the Grampian condition that the development to commence until the replacement is operational, and that the reserved matters application should consider how the overall design and layout of the development can promote healthy lifestyles including encouraging physical activity.

**Merseyside Fire and Rescue Service** – No objection. Require access for fire appliances and water supplies for firefighting purposes.

**Merseyside Police** – no comment received.

**Merseytravel** – require developer undertake all highway improvements deemed necessary to ensure bus services are not impeded, in particular Walton Lane junctions with Priory Road, Walton Breck Road and Queens Drive; and the County Road – Spellow Lane junction; condition for Travel Plan; and design of internal access to accommodate dial-a-ride vehicles/ demand responsive bus services; require upgrades to nearby bus stops (access kerbs and shelter to one stop, and access kerbs to a further 4 stops).

**United Utilities Asset Protection** - No objection, subject to standard conditions relating to surface water drainage scheme and foul water drainage. Advice provided in relation to sustainable drainage systems, water supply and UU asset protection.

**Merseyside Environmental Advisory Service (MEAS)** No objection, on receipt of updated ES (including updated shadow Habitats Regulation Assessment) and amended Ecological Appraisal and written response in relation to bats (20/01/2021). Confirmed that the submitted Environmental Statement meets the requirements for the content of Environmental Statements. Concur with the updated shadow HRA conclusion of 'no likely significant effects' and this assessment can be adopted by the Council as evidence of its duty under the Conservation of Habitats and Species Regulations 2017. Require conditions in relation to: construction and operational waste and sustainability, to secure commitments made in the supporting documentation; and, to secure a programme of archaeological building investigation and recording to mitigate the demolition of the stadium, regarded as a non-designated heritage asset.

**Natural England** – no objection, on receipt of the updated Environmental Statement (December 2020) which included Report to Inform Habitats Regulations Assessment Stage 1, WYG, December 2020. Agrees with the overall conclusions of the Habitats Regulations Assessment (HRA) that the proposals are unlikely to have significant effects on designated sites.

**Environment Agency** – no objection. Advice provided in relation to waste management.

**The Gardens Trust** – no comment received.

**Places Matter Design Review** – Remote Design Review held 16<sup>th</sup> September 2020 in relation to the original scheme submitted, notes provided. Considered design principles and parameters to be laudable, but the resulting proposals were bitty and fragmented. Key recommendation for the project team to step back and engage a multi-disciplinary team of designers to redefine the work.

## **INTER DEPARTMENTAL**

**Head of Highways and Transportation** –No objection. The Transport Assessment has set out the anticipated traffic generation as a result of the proposal and demonstrated that an acceptable level of capacity will be maintained on the road network and that impacted junctions would continue to operate with an acceptable level of capacity. The volume of traffic generated by the proposed development will therefore not have a material impact on the safe operation of the local highway network or impact on the low collision rate for the area; the additional traffic is also of no concern during the highway peak hours.

A number of highway interventions to futureproof the development, to ensure it is sustainable and can operate with a focus on walking and cycling to off set the level of on-site parking, particularly given that it is within the football match parking zone (FMPZ). Those interventions include new footways surrounding the development; formation of vehicle access points; realignment of the Spellow Lane/ Goodison Road junction; bus stop works; TROs in relation to the FMPZ (if necessary); provision of uncontrolled crossing points; creation of parking bays on Bullens Road, Goodison Road and Gwladys Street;

provision of modal filters to permit cycle access whilst maintaining motor vehicle prohibition within the cul-de-sacs of Oxtan Road, Eton Street, Winslow Road and Neston Road; enabling of contraflow cycleways along Andrew Street, Nimrod Street, Dane Street, Wilburn Street, Ismay Street, and Lind Street; and, any necessary upgrades to street lighting and drainage. These works will form part of a s278 agreement which is to be funded by the developer and at nil cost to the Local Highway Authority and will be required to be implemented prior to the first occupation of the development. General car parking, disabled parking and cycle parking will be provided at appropriate levels for the development phases being constructed, and details and implementation are secured by condition. Internal roads are anticipated to remain private and as such would not be considered for adoption by the Local Highway Authority. Conditions are required to secure details of phasing, construction method statements, and servicing strategies for the development phases. Informatives are required in relation to the s278 agreement, street naming/ numbering, scaffolding and hoardings on the highway, TROs and parking permits.

**Highways (Drainage)** – No objection, subject to conditions to provide detailed information to demonstrate that a surface water outfall in to Stanley Park Lake is not feasible and that ground testing results to BRE 365 are provided to demonstrate that soakaways / infiltration are not suitable for the site prior to commencement of development; approval of a surface water drainage scheme (with maximum discharge of 44 l/s) prior to commencement of development; and details for the implementation, maintenance and management of the sustainable drainage system to be provided prior to occupation of development.

**Environmental Health (Contamination)** - No objection, subject to standard conditions requiring site investigation.

**Environmental Health (Noise)** – No objection, subject to conditions to secure acoustic insulation in accordance with the proposed façade insulation scheme, and in relation to commercial units' hours of operation, kitchen extracts, waste storage and noise control. Agrees with the findings of the Environmental Statement that the operational noise will not have any significant adverse noise or vibration impacts on existing nearby residents. The standard Construction Environmental Management Plan condition should be attached to deal with temporary impacts during the demolition/construction phase, as well as an informative in respect of control of noise and dust and standard working hours.

**Environmental Health (Air Quality)** - No objection, on the basis that traffic generation data provided in the Transport Assessment is accepted by LCC Highways. Condition would be required for implementation of mitigation measures to control dust during construction.

**Streetscene** – no objection, subject to condition of a waste strategy; guidance provided on expectations for waste and recycling.

**Tree and Woodland Manager** – no comment received.

## **INTRA DEPARTMENTAL**

**Development Plans** – no objection to the proposal provided that the permission is restricted to the proposed uses, as assessed (given the flexibility now afforded by the revised Use Classes Order). Confirmed that the level of retail provision at maximum 349sqm is acceptable, despite not meeting the sequential test requirements, in the interests of meeting the day to day needs of the development. Office development is acceptable, provided that the permission is restricted so that it would remain as office and would not be capable of being changed (in particular to retail or other town centre uses) under the new E Use Class. Any takeaway use is to be conditioned to meet the requirements of LLP Policy SP4.

**Conservation Specialist** – No objection, following submission of revised proposals and design guiding principles set out within Design and Access Statement Addendum and Parameter Plans for approval.

**Urban Design** – No objection, following submission of updated material, particularly the Design and Access Statement Addendum and Parameter Plans. Comments in relation to original scheme submitted have been addressed in final material for approval. Conditions to be attached to the decision for further design details to be provided at Reserved Matters stage, and the be in accordance with the Design and Access Statement Addendum and Parameter Plans.

**Inclusive Design** – No objection. The proposed development has significant potential to create a high quality and inclusive environment for people to live, work and visit. Designs of each of the individual blocks and areas of public realm must reflect the requirements of the relevant policies of the Unitary Development Plan and the emerging Liverpool Local Plan, and this will be analysed when future detailed designs are submitted. Advised that use of the LCC Design for Access for All SPD (and any subsequent versions) and British Standard 8300 (2018), Volumes 1 and 2, will greatly assist in meeting the requirements of Policy HD19 Access for All and UD4 Inclusive Design, as well as other relevant recognised design guidance may also be used in order to achieve the highest standards of access and inclusion. Engagement with disabled people, carers and their representative organisations is also recommended in order to utilise people's 'lived experiences' in the development of the detailed designs.

**Tree & Landscape Officer** – no objection, as no trees are impacted by the development. The proposal provides a positive opportunity to introduce some green infrastructure/biodiversity to the site.

Any further correspondence received following the circulation of this Committee report will be reported at Planning Committee.

## **Planning Policy**

The following local and national policies have been identified as being the most relevant to the assessment and determination of this application:

### The Revised National Planning Policy Framework (2019) (NPPF)

The NPPF sets out a presumption in favour of sustainable development (Paragraph 11). Paragraph 7 of the Framework states that the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Paragraph 9 of the Framework states that plans and decisions need to take local circumstances into account, so that they reflect the character, needs and opportunities of each area.

The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

### Unitary Development Plan (UDP)

The following Saved UDP policies are relevant to the determination of this application and are considered to align with the principles, aims and objectives of the NPPF and are considered to carry significant weight.

- GEN1 Economic Regeneration
- GEN3 Heritage and Design in the Built Environment
- GEN6 Transportation
- GEN7 Community Facilities
- GEN8 Environmental Protection
- E2 Office Development
- E8 Tourist Attractions and Facilities
- E9 Leisure Development
- HD15 Historic Parks, Gardens and Cemeteries
- HD17 Protection of Archaeological Remains
- HD18 General Design Requirements
- HD19 Access for All
- HD20 Crime Prevention
- HD21 Energy Conservation
- HD22 Existing Trees and Landscaping
- HD23 New Trees and Landscaping
- HD24 Public Art
- HD28 Light Spillage
- OE7 Habitat Creation and Enhancement
- OE14 Open Space in New Residential Developments
- OE15 Environmental Improvement Corridors
- H4 Primarily Residential Areas
- H5 New Residential Development
- H6 Sheltered Housing
- S5 District Centres
- S6 Development in or on the Edge of District Centres

S12 Out-of-Centre Retailing  
 T1 Bus Facilities  
 T2 Rail Facilities  
 T4 Taxis  
 T6 Cycling  
 T7 Walking and Pedestrians  
 T8 Traffic Management  
 T9 Road Safety  
 T11 Major Road Corridors  
 T12 Car Parking Provision in New Developments  
 T13 Car Parking for the Disabled  
 T15 Traffic Impact Assessment  
 C1 Social Facilities  
 C2 Care Facilities  
 C3 Health Care  
 C4 Child Care Facilities  
 C5 Schools  
 C7 The Football Clubs  
 C9 Outdoor Sports Facilities  
 EP2 Contaminated Land  
 EP9 Waste Storage  
 EP11 Pollution  
 EP13 Flood Prevention  
 EP15 Environmental Impact Assessments  
 EP16 Renewable Energy

#### Liverpool Local Plan 2013 - 2033 (LLP)

NPPF para. 48 advises:

*“Local planning authorities may give weight to relevant policies in emerging plans according to:*

- a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);*
- b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and*
- c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).”*

The Liverpool Local Plan 2013 - 2033 (LLP) is at a relatively advanced stage of the preparation process. Examination hearings have concluded, and the Inspector has issued his interim advice letter on 10 November 2020. The Council is now preparing a consolidated schedule of all the potential main modifications ('MM', 'MMs') identified prior to and during the hearing sessions. None of the emerging policies can be given full weight or nearly full weight because the outcome of the main modification consultation process cannot be pre-judged. However, many policies are considered to have significant weight.

#### *The Degree of Consistency:*

The LLP has now been independently examined by an Inspector. It is considered that the LLP (as proposed to be modified by way of MMs) is consistent with the current NPPF in its approach and content.

Overall, it is considered that there are many LLP policies which can carry considerable weight having regard to the stage of preparation, consistency with NPPF and absence of unresolved objections. The weight given to different policies, and the reasoning for such attribution of weight is as below:

The following policies have **Very Significant weight** which is defined as the policies with no proposed Main Modifications, and thus cannot be commented on at the MM consultation stage, (although may have representations):

- STP6 Developer Contributions
- H3 Proposals for Residential Development
- H7: Primarily Residential Areas
- SP1 The Hierarchy of Centres for Liverpool
- SP5 - Community Facilities
- UD1 Local Character and Distinctiveness
- UD2 Development Layout and Form
- UD4 Inclusive Design
- UD5 New Buildings

The following policies have **Significant weight** which is defined as the policies having Early Schedule Main Modifications and limited representations either of support or had only minor criticisms of the policies, or in several cases were irrelevant:

- EC3 Delivering Economic Growth
- EC4 Culture, Tourism and Sport
- EC5 Office Development
- H4 Older Persons Housing
- H13 New Housing - Physical and Design Requirements outside the City Centre
- SP2 Town Centre Uses
- SP4 Food and Drink Uses and Hot Food Take-aways
- UD3 Public Realm
- UD8 Public Art
- HD1 Heritage Assets: Listed Buildings; Conservation Areas; Registered Parks and Gardens; Scheduled Ancient Monuments
- GI 7 – New Planting and Design
- GI 8 Management of Existing Site Vegetation
- GI 9 Green Infrastructure Enhancement
- R1 Air, Light and Noise Pollution
- R3 Flood Risk and Water Management
- R7 Renewable and Low Carbon Energy
- R8 Wind Turbines
- R9 Solar Panels
- R10 Non-Fossil Fuel Energy Sources
- TP1 Improving Accessibility and Managing Demand for Travel
- TP2 Transport Assessments
- TP5 Cycling
- TP6 Walking and Pedestrians
- TP7 Taxis
- TP8 Car Parking and Servicing
- TP9 Public Transport

The following policies have **Moderate weight** which is defined as being subject to Main Modifications. This weighting also covers policies where even if a Main Modification was an early one there were a higher number of representations:

- STP1 Spatial Priorities for the Sustainable Growth of Liverpool
- STP2 Sustainable Growth Principles and Managing Environmental Impacts
- STP4 Presumption in Favour of Sustainable Development
- H12 Accessible Housing
- H14 – New Residential Development Open Space Requirements
- SP6 Out-of-Centre and Edge-of-Centre Retail and Leisure Uses
- GI 3 Open Space, Sport and Recreation Provision
- GI 5 Protection of Biodiversity and Geodiversity

The following policies have **Limited weight** which is defined as having usually lots of substantial objections and a range of Main Modifications especially ones that came forward later in the examination period:

- STP5 Infrastructure Provision
- H1 Housing Requirement

#### Other Material Considerations

Ensuring a Choice of Travel – Supplementary Planning Document (2008).  
Design for Access for All – Supplementary Planning Document (July 2010).  
Council's Executive Board Report for Planning Obligations (November 2008).  
Liverpool's Local Transport Plan.



## **Officer Assessment**

The main issues in the assessment of this application are as follows:

1. Principle of Proposed Development
2. Principle of Proposed Uses
3. Design Parameters and Inclusive Design
4. Impact on Heritage Assets
5. Environmental and Amenity Considerations
6. Parking, Access, Servicing and Traffic Management.
7. Provision for Public Realm, Landscaping & Public Art.

### **1.0 Principle of Proposed Development**

- 1.1 The development is proposed as a legacy project alongside the proposed development of a new stadium for Everton Football Club at Bramley Moore Dock, as set out earlier in the report. It is clear from the application supporting documentation that the legacy project will only go ahead once the new stadium has been completed and the current stadium becomes redundant. As such, the planning assessment is undertaken on that basis and the recommendation is subject to a condition that would prevent the redevelopment if the new stadium does not go ahead.
- 1.2 The NPPF requires planning policies and decisions to promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment, and ensuring safe and healthy living conditions. It requires substantial weight to be given to the value of using suitable brownfield land within settlements for homes and other identified needs (NPPF, paras 117-118). The strategic policies of the UDP seek to reverse the decline in economic activity, investment and employment, including through promoting the principle of mixed-use development in appropriate locations (GEN1). The LLP supports the provision of a range of new homes on previously developed sites in sustainable locations (STP1).
- 1.3 UDP Policy C7 states that the Council will assist both football clubs (Everton and Liverpool) in progressing their development proposals, if these do not adversely affect residential amenity and are in accordance with other policies in the plan.
- 1.4 In terms of the loss of the stadium and pitch space in terms of its value as a sports facility, objections received considered that this should be retained for the community to use for sports, events and other activities. However, the aim of the legacy project proposed is to deliver a broader range of benefits to the community through the redevelopment of the stadium. The application is supported by an Economic Impact Assessment (ES Vol III, Appendix 15.1), Social Value Analysis Updated (ES, Vol III, Appendix 15.2), which illustrates that the project offers both economic and social / community benefits, alongside the move of the club to a new stadium at Bramley Moore Dock and the wider EitC projects. The analysis identifies that benefits will be experienced by existing residents in the area through

improvements in green space, local health and educational facilities and potential reductions in crime. As such the mixed-use redevelopment has been put forward as the Club's preferred option for the future of Goodison Park.

- 1.5 Sport England has reviewed the application and confirmed that it has no objection, subject to the Grampian condition that the development cannot commence until the replacement is operational, and that the reserved matters should consider how the overall design and layout of the development can promote healthy lifestyles including encouraging physical activity.
- 1.6 Comments received in relation to the application highlight the social and historic importance of Everton Football Club at Goodison Park, particularly to Everton supporters and to the local community. This is covered in more detail later in the report in section 'Impact on Heritage Assets'. The long history of the Club at Goodison Park is something that must be celebrated and interwoven to the future development of the site, and these are guiding principles of the project identified in the application.
- 1.7 In that context, the proposal to demolish the existing stadium and replace it with a mixed use development, to ensure that there is a positive reuse of the Goodison Park site and contribution to the economic, social and environmental regeneration for the area, accords with those policies aims and is acceptable in principle.

## **2.0 Principle of Proposed Uses**

- 2.1 The following section sets out the policy considerations and planning assessment in relation to the principle of the proposed mix of uses.
- 2.2 **Residential:** Goodison Park is entirely within the Primarily Residential Area, as identified in the both the UDP (Policy H4) and the emerging LLP (Policy H7), which state that permission for residential development will be granted, subject to satisfying other plan policies, and subject to the protection of the residential character of the areas and living conditions of existing residents. Emerging LLP Policies STP1 and STP2 support the provision of a range of new homes on previously developed sites in sustainable locations across Liverpool's various market sub-areas to ensure sustainable and attractive residential neighbourhoods. The site was considered as part of the Council's Strategic Housing Land Availability Assessment (SHLAA, 2019) and identified to be suitable for residential development in the 6 – 10 year period.
- 2.3 The Parameter Plans confirm the number of residential units proposed within each development plot, and the maximum height of development. This is supported by an illustrative masterplan indicating potential housing mix (D&A Addendum pg. 64), which shows how those numbers could be delivered as a range of apartments and houses.
- 2.4 It is concluded that residential development in this location, and of the proposed quantum, is appropriate and policy compliant in principle, subject to satisfying other

Plan policies (particularly those in relating to design and quality of living environment) at the Reserved Matters stage.

- 2.5 **Community: Residential and Non-Residential Institutions:** The community focused uses proposed include residential and non-residential institutions; potentially a care home/ extra care, community education space, health centre and education facility.
- 2.6 The inclusion of community uses within mixed use developments and in residential areas is supported by the NPPF, which states that planning policies and decisions should aim to '*achieve healthy, inclusive and safe places which promote social interaction, are safe and accessible and enable and support healthy lifestyles*' (para 91). Provision of the social, recreational and cultural facilities and services communities need is key to this. Authorities are required to plan positively for the provision and use of shared spaces, community facilities and other local services to enhance the sustainability of communities and residential environments; and ensure an integrated approach to the location of housing, economic uses and community facilities and services (para 92). The social, economic and environmental benefits of estate regeneration should be considered in policy and decision making (para 93).
- 2.7 The development plan provides support for community facilities if they are sustainably located, accessible to the communities which they serve, meet local demand and can be accommodated without detriment to the amenity of the local area. UDP Policies GEN7 and C1 encourage development of community and social facilities where they are well located for access to public transport. UDP Policy H4 allows for new community facilities within the Primarily Residential Area, if there is no adverse impact on residential amenity, traffic generation and car parking. LLP Policy SP5 supports new community facilities within existing centres or where it is required to meet an identified local need, and where it is accessible and sustainably located, will not have an adverse impact on residential amenity, and is within a flexible and adaptable building, capable of multi-use.
- 2.8 Care Home/ Extra Care: UDP Policy C2 allows for new residential care homes where they are of an appropriate size and type, have garden and amenity space and adequate parking/ servicing/ fire escape provision, and meet the criteria for new housing developments. Such development also needs to ensure that there will be no adverse impact on the residential character of the area and the amenity of local residents.
- 2.9 Education: The City seeks to efficiently distribute and use schools by locating new schools in locations which offer the maximum convenience and accessibility of children, disabled people, and the local community they are intended to serve. Dual use is encouraged where local community facilities are limited (UDP Policy C5).
- 2.10 The NPPF requires LPAs to take a proactive, positive and collaborative approach to meeting the need for school places of existing and new communities, and to development that will widen choice in education (para 94.)

- 2.11 Health centre: Proposals which contribute to the health and well-being of the City's residents are supported by UDP Policy C3, new health centres specifically are required to be in locations which are accessible by public transport, provide on-site parking. Policy STP2 of the LLP requires proposals to create or contribute to the creation, improvement or maintenance of healthy, safe, sociable and inclusive mixed and balanced communities and places
- 2.12 Community Use Conclusion: There is clear policy support for the range of community uses proposed in the development. While precise details of the design of the community facilities is not included within this application, because it is in outline with all matters reserved, the Parameter Plans for approval indicate where such facilities would be located within the development, the scale and massing of the potential buildings, and the general principles for access and amenity space. Location of these types of uses on Bullens Road (Plot F in particular) has the benefit of being close to the existing Gwladys Street Primary School; and at Plot E adjacent to the church would have synergy with that existing community function.
- 2.13 The Transport Assessment has demonstrated that the site benefits from being well served by public transport and is easily accessed by bike and on foot from the surrounding residential areas. The TA has also set out details of the anticipated parking requirements for each use, which will be provided on plot, together with cycle routes through the development and principles for cycle parking provision within buildings and in the public realm. Further, the Plot Briefs included within the Design and Access Statement Addendum illustrate that there is enough space on plot to provide adequate parking for the quantum of development proposed.
- 2.14 **Commercial Uses:** The commercial uses proposed within the development comprise 4,762sqm of office space, and up to 750sqm of flexible space for retail, financial and professional services, cafes/ restaurants, drinking establishments and/or hot food takeaways. The applicant has confirmed that a maximum of 349sqm of this flexible space would be retail.
- 2.15 These uses all fall within the NPPF's definition of 'main town centre uses'. The NPPF, the UDP (Policies GEN5 and S5) and the emerging LLP (Policy SP1) all seek to protect the vitality and viability of existing centres by advocating a 'town centre' first approach through their policies.
- 2.16 The proposal site is less than 300m from the County Road District Centre, a linear centre that extends north-south along the A59 County Road. As such, the site falls within the NPPF definition of 'edge of centre'. For retail purposes this is a location that is *'well connected to, and up to 300 metres from, the primary shopping area'*, and for all other main town centre uses, this is *'a location within 300 metres of a town centre boundary'*. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange.
- 2.17 The existing Everton in the Community developments along Spellow Lane sit outside the District Centre boundary but do provide more public facing uses along the street connecting the stadium site with the district centre. There are several existing commercial premises along Goodison Road, including the Winslow Pub,

takeaways and cafes, which currently serve the immediate local community and benefit from footfall on match days.

- 2.18 The commercial uses proposed are to be located on the development plots closest to these existing businesses and to the busy main road junctions: within Plot A (Spellow Lane / Goodison Road) to be predominately occupied by office space and the flexible uses at ground floor; and within Plot C (Goodison Road) where the flexible uses are proposed at ground floor. On submission of Reserved Matters applications, the detailed proposals will address the policy requirements for parking, access and protection of environmental and residential amenity.
- 2.19 Commercial - Office: In respect of the proposed office space, while the town centre first assumption still applies, UDP Policy H4 allows for new business development, subject to Policy E5, where there will be no detrimental impact on the amenities and character of the residential area. Policy E5 is supportive of development of employment generating activities outside of the Regeneration Areas provided they meet criteria relating to safeguarding residential amenity, and design and operational requirements. UDP Policy E2 allows for appropriate A2 and B1 use classes outside of the main office area subject to consideration of residential amenity, traffic generation and other Plan Policies. LLP Policy EC5 requires a sequential approach where office development is outside existing centres, and Policy H5 supports such uses within primarily residential areas
- 2.20 In this case, the office floorspace proposed is up to 4,762sqm, which is not an insignificant amount. The applicant has advised that this could be occupied by Everton in the Community, as well as other local businesses or business directly linked to the legacy project itself. The future tenants are not confirmed in this application, but nevertheless, a purpose-built office development has scope to offer accommodation of a type that is not readily available in the area and could support regeneration. On that basis it is considered appropriate to complement the mix of uses within the development, subject to planning conditions
- 2.21 Commercial – Flexible Uses: Retail, financial and professional services, restaurants and cafes, drinking establishments, hot food takeaways: The updated masterplan has considerably reduced the overall quantum of proposed uses, in response to the LPA's concerns that the development can reasonably provide some such uses in order to provide for the day to day needs of the new and existing residents, but that given the proximity to County Road, these need to be small scale and carefully located within the development. The Parameter Plan 03 Ground Floor Uses provides the necessary control to ensure that such uses would be well located at the ground floor of Plot A (up to 600sqm), on the corner of Spellow Lane and Goodison Road, and at the ground floor of Plot C (up to 150sqm), fronting Goodison Road.
- 2.22 Overall, the inclusion of these uses at the amount and configuration now proposed is supported, in that they will provide services and amenities to serve the new and existing residential population in the immediate area.
- 2.23 There are, however, policy considerations to be addressed in respect of the individual uses as follows:

*Retail:*

- 2.24 UDP Policy S6 states that retail development will be permitted if it has been demonstrated that there is a need and that a sequential approach to site selection has been adopted. Similarly, LLP Policy SP6 Edge of Centre places edge of centre sites second after the preference for retail and leisure proposals to be located in existing centre sites and requires an impact assessment for proposals which have a floorspace of over 350sqm.
- 2.25 The NPPF (Para 87) further advises that when considering edge of centre and out of centre proposals, preference should be given to accessible sites which are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable town centre or edge of centre sites are fully explored.
- 2.26 The quantum of retail development has been considerably reduced since the original submission, in response to the LPA's concerns that the development should not detract from County Road. In line with the requirements of the local plan, and the NPPF (para 86), the applicant provided a Sequential Test report to an agreed scope in relation to the County Road District Centre. The assessment identified that there are a significant number of empty units within the existing County Road district centre (43no.), although only a small proportion of these (7no.) are being actively marketed. As such, the Sequential Test does not support the case for retail provision within the scheme, as such provision could be located within the existing district centre.
- 2.27 The applicant has made justification on the basis that the reduced retail provision (a maximum of 349sqm of retail use is below the emerging locally set threshold for quantitative assessment (LLP Policy SP6) and as such will serve the day to day needs of the proposal (circa 415 new residents), not creating a shopping destination or being in competition with retail provision at County Road. Further, it is not anticipated that the floorspace for retail would be occupied by one single retailer, and so there is a likelihood that there will be more than one retail sub-sector.
- 2.28 The Council's Development Plans Team has considered this and, in the interest of including a mix of complementary uses in the redevelopment, alongside the residential and community uses proposed, accepts the applicant's justification. Planning conditions are duly applied to limit the overall provision of retail within the development, and to restrict the maximum size of any single unit.

*Cafes, restaurants, drinking establishments and hot food takeaways:*

- 2.29 Within the 750sqm of flexible space there may be cafes, restaurants, drinking establishments and hot food takeaways. Such uses can present material planning issues, especially when located outside district centres and within residential areas, for example due to noise, odours, antisocial behaviour, litter and public health.

Policy SP4 of the emerging LLP requires controls to opening hours for hot food takeaways within 400m of a secondary school. This is duly conditioned, as the application site is within 200m of Everton Free School. Further, at Reserved Matters stage, the detailed proposals for such uses will be required to demonstrate that they meet the policy requirements in relation to potentially harmful impacts.

- 2.30 In the interest of the outline permission having the flexibility to include complementary uses alongside the residential, community and office space, such uses on the relatively small scale proposed are considered to be acceptable, but conditions are proposed to ensure that appropriate controls are in place to avoid harm to the local environment and residential amenity.
- 2.31 **Use Classes Order Revisions:** Since the submission of the application, revisions to the Use Classes Order were brought in through amendments to legislation on 1st September 2020<sup>1</sup>. The changes establish a new 'E' Use Class which encompasses a range of town centre uses within the same use class, and allows for flexible change between those uses, without the need for planning permission. This new 'E' class includes several of the uses proposed within the redevelopment, namely:
- Retail (formerly A1)
  - Financial and professional services (formerly A2)
  - Cafes/ restaurants (formerly A3)
  - Office (formerly B1)
  - Health Centres (formerly D1)
- 2.32 Drinking establishments (formerly A4) and Hot food takeaways (formerly A5) are now 'sui generis' uses, meaning that they have no permitted alternative uses.
- 2.33 In order that this development is taken forward in line with the intended uses, those which impacts have been assessed through the Environmental Statement and the other technical assessments, the uses are specified on the schedule of development attached to the recommendation for approval.
- 2.34 **Proposed Uses Conclusion:** In conclusion, the proposed mix of uses of uses accords with the aims of the NPPF, and aligns with the UDP and LLP Policies, and is therefore acceptable in principle. The location within the Primarily Residential Area, in both the UDP and emerging LLP, alongside other more general national and local housing policies, supports development of a mix of types of dwellings on the site. The inclusion of other complementary community and commercial uses, and the retention of a space for a park, is driven by the Club's intention that the redevelopment provides a lasting legacy for the area. The Club has demonstrated in the application the potential social and economic value of these amenities and services to the local community, and the uses are supported by local and national policy, subject to their meeting the policy requirements, including ensuring that there is no detriment to local amenity, which are subject of assessment in the following sections of this report.

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<sup>1</sup> The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020

### 3.0 Design Parameters and Inclusive Design

- 3.1 The application is submitted in outline, with all matters of detail (layout, scale, appearance, landscaping and access) to be provided in subsequent applications. However, in order to demonstrate that the quantum of development proposed is achievable within the site, in a contextually appropriate form that respects and protects the key sensitivities of the site, the application includes a Design and Access Statement Addendum and a set of Parameter Plans for approval, which set the guiding masterplan framework for the development.
- 3.2 In response to the original submission, concerns were raised by the Council's Urban Design and Heritage Officers, and the Places Matter Design Review, which highlighted the need to address some key concerns with the masterplan as originally submitted. The concern was that the masterplan had not reached its full strategic potential, in terms of its relationship with Stanley Park, the surrounding terraced streets and St. Luke's Church. The enclosure of the pitch was considered to be likely to result in a private and protected space with limited surveillance; the partial retention of the pitch could also limit development plot flexibility; car parking dominated the public realm, and that the masterplan was driven by a single architectural solution, potentially limiting future flexibility. 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 causes on the sensitive parkland heritage and unique setting of the church respectively.
- 3.3 The applicant has responded positively to that feedback and engaged with the LPA in reviewing the development masterplan. The Design and Access Statement Addendum sets out the process undertaken to address those concerns and identifies the key concepts and principles for the development. Alongside that, the set of Parameter Plans identify the development plots; maximum development heights; ground and upper floor uses; access and movement principles; public realm; and development parcels.
- 3.4 This provides an acceptable framework for development within which reserved matters applications can provide detail that contributes to the whole but allows for individual or groups of plots to be brought forward in a phased manner.
- 3.5 Turning to the key elements of the masterplan, which are underpinned by the Parameter Plans submitted for approval and supporting design information:
- 3.6 **Layout:** The masterplan site layout is driven by a number of guiding concepts aimed at achieving the envisaged legacy for the club and for the community. These include improving east – west connectivity through the site; referencing the memory of the pitch in nuanced and subtle ways; clear definition of public and private space; improving the interaction and frontage to Goodison Road; integrating the new development with the existing and making it welcoming; and linking Stanley Park to the new smaller park space within the site.
- 3.7 The masterplan is structured around seven development plots (A to G), which form urban blocks and will likely contain several buildings within them. These perimeter



plots are based on the principles of good urban design, enabling development to front outwards, to positively animate streets and spaces. The plot arrangement effectively enables improved east/west connectivity and provides a focus to a central open space. The plot depths have been designed to allow for sustainable building principles to be achievable in the later detailed designs.

- 3.8 Central to the north part of the site is a park space, a retained area of the existing pitch that includes the centre circle and is envisaged as green space at the heart of the masterplan. It would be fronted by appropriately scaled buildings to ensure that it is a comfortable space which is animated at its edges, welcoming and safe.
- 3.9 The distribution of uses across the site is identified by the ground and upper floor uses parameter plans. The plans indicate that residential use is well distributed across the site to ensure that the whole development area will be animated day and night. Residential densities vary across the site, with lower density housing placed to the north and west of the site to respect the immediate context, whilst higher density residential uses are located to the southern end of the site on Walton Lane, at the southern end of Bullens Road and fronting the new square onto Goodison Road. The clustering of community uses to the northern part of the site gives the opportunity to create a new association between the Church of St. Luke, Gwladys Street Primary School and the retained 'home end' park and play street space.
- 3.10 The more commercial elements of the development are located at the Spellow Lane/ Goodison Road corner, taking advantage of the highly visible corner, with further small-scale commercial uses having potential to spill out into the new frontage provided to Goodison Road and Walton Lane. The residential institution use is located at Plot D, benefiting from adjacency to the Park, community uses and with views across to Stanley Park from upper floors.
- 3.11 **Scale:** The scale and massing of the development is appropriate for the surrounding townscape context. Heights have been reduced from that originally proposed, particularly in response to concerns raised regarding the potential impact on Stanley Park, and in respect of the relationship with St. Luke's Church. Heights are now limited (as detailed on the Parameter Plan) to 5 storeys on Walton Road/ Bullens Road, with a possible 6 storey element marking the south eastern corner. To north end of the site, the heights are lower at 2 and 3 storeys, responding to the established scale and pattern of the terraced streets. The building heights proposed should ensure that the degree of enclosure around the public realm is comfortable and of a human scale.
- 3.12 Verified views submitted within the Townscape and Visual Impact Assessment illustrate the visual impact both within the immediate street-scene and in wider views. These are generally anticipated to be beneficial once the development is complete, offering a mixed-use development of a more appropriate contextual scale than the existing stadium complex.
- 3.13 A Daylight and Sunlight Assessment has been provided with the development which considers the effects of the development on neighbouring properties at Spellow Lane, Goodison Road, Gwladys Street, Bullens Road, Muriel Street and Diana Street. The assessment concludes that for the most part the development

causes a lesser obstruction than that caused by the existing stadium massing, and demonstrates that 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.

- 3.14 **Appearance:** The detailed designs for buildings are not included in this application, but nevertheless, the Design and Access Statement Addendum provides some principles to regarding the intended look and feel of the development. These include taking precedent from the urban grain, roof form and materials of the surrounding neighbourhood, whilst also ensuring the best of contemporary, low carbon sustainable design. A simple clear palette of materials is anticipated, predominately brick to reflect the surrounding neighbourhood. Particularly in the vicinity of the Church, brick colour and detailing will be carefully chosen to complement the setting and highlight key buildings. This approach is supported.
- 3.15 **Public Realm and Landscaping:** The masterplan includes a park space as well as internal streets serving the development plots. The Design and Access Statement Addendum sets out clear principles for the hierarchy of streets and spaces, and how design quality and placemaking for a pedestrian focused environment can be achieved through selection of materials and planting. These include:
- Community Streets – creating new streetscape at the perimeter of the site along Walton Lane, Goodison Road, Bullens Road and Gwladys Street, to knit the new development into the existing neighbourhood and make the new development welcoming.
  - Legacy Streets – providing three east-west links across the site and helping to connect the existing streets either side of the proposed development
  - Play Streets – well overlooked car free environments located between Plots A and B, C and D, and at the ‘home end’ to the south of Plot G, to give connectivity and space for ‘doorstep’ play and socialising.
  - Park Streets – extensions of the park space, giving access to the interior of Plots E and F.
- 3.16 The park itself is to be framed by the development plots C, D, E, F and G, with active building frontages giving animation and overlooking to the space. It is intended to provide space for relaxation, socialising, and play, as well as contributing to biodiversity and allowing connectivity through the site. It is envisaged as a level lawn space, with intersecting footpaths, raised beds, tree and shrub planting, and benches. The park’s northern end is at the stadium’s home end, and it is intended that a play street here will include interpretation graphics to emphasise this link to the site’s heritage. Where streets allow vehicle access and parking along the east and west edges of the park, they are to be designed as extensions of the park space, with surface materials and detailing to appear as a pedestrian environment into which cars are allowed.
- 3.17 Smaller areas of hard landscaped public realm are envisaged at key points at the perimeter of the development to help the scheme fit in to the surrounding streetscape, define key entrances and create active meeting spaces. These include a space at Spellow Lane which can provide a new setting for the retained Dixie Dean Statue; an anchor space to the SE corner of the park adjoining Bullens Road;

and a space to the front of Plot C to Goodison Road to allow for potential spill out of the ground floor commercial uses.

- 3.18 The masterplan offers the opportunity for a diverse range of planting and details of this will be secured by condition.
- 3.19 **Inclusive Design:** The application has been considered by the Council's Inclusive Design Officer and is deemed to have significant potential to create a high quality and inclusive environment for people to live, work and visit. Reserved Matters submissions will be required to include details of how inclusive access has been addressed and compliance with the Council's policies for inclusive design UDP (HD19 and T13), emerging LLP (H12 and UD4), Design for Access for All SPD, as well as Building Regulations – Approved Document M and British Standard 8300: Design of an Inclusive and Accessible Built Environment.
- 3.20 The site has a level topography and as such is its assumed that all public realm areas will have suitable gradients to allow access for all without barriers. At the detailed stage of design, the public realm areas will need to demonstrate that they are accessible for all and provide equal access to amenities within those spaces, for example through dealing with level changes and gate access, providing adequate circulation, suitable seating, tactile paving and contrast in the external works materials palette.
- 3.21 Entrances to properties, communal entrances, and access from the entrances to the lift cores where provided, must be level or provide a suitable ramped /lift alternative to any route with steps. It is recommended that communal entrance doors are powered, and their width needs to comply with standards for wheelchair access. If there is a reception counter there must be a lowered section for wheelchair users, and hearing loop system. Lifts should be designed to fire evacuation standard.
- 3.22 In line with the Council's emerging policy H12, 10% of the residential units, by development plot, must be provided from the outset as fully wheelchair accessible. The design of the accessible apartments must be compliant with Approved Document M Volume 1 Dwellings, M4(3) Category 3: Wheelchair user dwellings. Accessible apartments should be available in a range of bedroom sizes (1, 2 and 3 bedroom).
- 3.23 **Design Conclusion:** The design principles established by the accompanying Design and Access Statement Addendum, Parameter Plans and Plot Briefs are acceptable and sufficient to guide the detailed design for Reserved Matters submissions. These documents and plans are subject of conditions and compliance will be required when Reserved Matters and detailed designs come forward.
- 3.24 The principles established provide a robust set of people-focused design guidelines for any future development on this site and help ensure that a scheme will have an identity and a clear sense of place. Importantly, they can be used to help bring forward a development that is a fitting addition into the established local community and respectful of the club's involvement in the area and its history on this site.

- 3.25 There is adequate scope to make provision for fully inclusive designs at the detailed design stage, and where necessary specific requirements are conditioned.
- 3.26 On that basis, the proposal complies with the requirements of the NPPF; Policies HD18, HD19, HD20 and H5 of the Liverpool UDP; Policies UD1, UD2, UD3, UD4, UD5, GI4 and GI7 of the emerging LLP; and, the Design for Access for All SPD.

#### **4.0 Impact on Heritage Assets**

- 4.1 The application site is a complex of unlisted buildings outside a conservation area. Development of the application site could potentially have an impact on the setting of two Grade II\* Registered Parks & Gardens – Stanley Park and Anfield Cemetery and numerous grade II listed buildings contained within and around the registered parks & gardens. The most obvious listed buildings that could be affected are the listed main entrance to Anfield Cemetery and its two adjacent lodges and the listed structures on Stanley Park Lake. However, due to Goodison Park being overlooked by both Stanley Park and the cemetery, many more listed buildings could be impacted by development of this site.
- 4.2 Goodison Park itself was considered for Listing by Historic England (case No: 1463714) but not felt to meet the stringent requirements for preservation. This decision was due to the altered state of the surviving elements but does not indicate the building is without some architectural interest. Additionally, the historic interest was not sufficient to warrant legal protection but was noted. The stadium is currently subject to a Certificate of Immunity, granted in early 2019, protecting the site from listing for a period of time.
- 4.3 National heritage protection policy in sections 16, 66 and 72 of the Planning (Listed Buildings and Conservation areas) Act 1990 requires special regard to be had to preserving listed buildings, their features and settings. The NPPF requires LPAs to identify and assess the significance of heritage asset, and when considering the impact of a development in this respect, great weight should be given to the asset's conservation. Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.
- 4.4 Local policies similarly require development proposals to protect and enhance listed buildings; historic parks, gardens and cemeteries; conservation areas; and their settings.
- 4.5 In accordance with the policy requirements, the applicant has provided a Heritage Statement within the Built Heritage Chapter of the Environmental Statement (ES Appendix 12.1) which assesses the impact of the proposal on the built heritage assets. An Archaeological Desk Based Assessment (ES Appendix 3.1) and Townscape and Visual Assessment were provided. The submitted Townscape & Visual Impact Assessment provides viewpoints within Stanley Park and Anfield Cemetery to demonstrate the potential impact of the proposed development, in comparison with existing views containing the stadium (Appendix 11.1, ES Volume III).

- 4.6 The application has been reviewed by the Council's internal and external statutory consultees, notably by Historic England, Merseyside Environmental Advisory Service (environmental advisers to the Council) and LCC's Conservation Specialist.
- 4.7 Historic England's principle consideration is the potential impact on the Stanley Park, a Grade II\* Registered Historic Park and Garden. HE notes the positive contribution to Stanley Park's significance of the relationship between the football clubs at either end of parks will be lost but recognise that it is not the relocation of the stadium to Bramley-More Dock that is under consideration. In respect of the original redevelopment proposals HE raised no objection but noted that the illustrative material provided with the demonstrated that the scale of elements closer to the park could have the potential to be visible in views towards the site from Stanley Park and potentially affect key views. In response to the revised submission, HE confirmed that the amended plans demonstrate that the need to be sensitive to the significance of the Grade II\* Stanley Park has been acknowledged by both the applicants and Liverpool City Council and welcomed that approach. high level review of the developed master plan and supporting townscape visual assessment, show that the proposed development parameters, including heights and massing, would prevent the new build from impacting on key views in Stanley Park, sustaining its significance.
- 4.8 The Conservation Officer advised that is appropriate to consider whether the building should be regarded as a non-designated heritage asset and, if so, address the potential implications (as required by NPPF para 197). MEAS has confirmed that Goodison Park Stadium is recorded on the Merseyside Historic Environment Record as MME17858, it is therefore a non-designated heritage asset.
- 4.9 The Heritage Statement has addressed this matter, stating that although the stadium is identified as a non-designated heritage asset on the Merseyside Historic Environment Record, their view is that the heritage value is primarily due to the historical association with the area and the communal value that it has within the local community and fan base. While this is embodied in the physical presence of the structure, it is also embodied in, for example, the memorial plaques at the entrance to the stadium.
- 4.10 The proposed demolition will result in the complete loss of the non-designated heritage asset, it will therefore be necessary to mitigate this loss through the compilation of an archive. As such, a condition is proposed for the undertaking of a programme of archaeological building investigation and recording, prior to its demolition. This should focus on, but not be limited to, the Gwladys Street and Bullens Road Stands which are known to contain fabric relating to the Archibald Leitch 1938 and 1926 phases, respectively.
- 4.11 In addition, the proposal aims to ensure that the historical and community link is retained through both the active presence of EitC and through the retention of the part of the pitch as a park space, providing a tangible memory of the past. The applicant has confirmed that the memorial plaques and the Ralph 'Dixie' Dean statue will remain at the site. (ES Appendix 12.1). Reserved Matters submissions

are required by condition to provide details of retained heritage features and interpretation.

- 4.12 The Conservation Specialist noted that, in considering the potential impact of the scale and massing of the originally submitted proposal, the only part of the development that would potentially harm the nearby heritage assets (in particular the setting of Stanley Park and Anfield Cemetery) was the three, eight storey, residential towers fronting onto Walton Lane. It was advised that the height of the towers should be reduced by least one and ideally two storeys to reduce their impact. It was advised that the original proposal could be highly obtrusive when viewed from Stanley Park Lake, where there are gaps in the tree belt; setting the towers back was recommended, as was the need to choose materials that blend in with the warmer coloured, facing materials that generally characterize the area.
- 4.13 The maximum proposed heights of buildings have since been reduced across the masterplan. Parameter Plan 02 'Maximum Development Heights' confirms that most of the Walton Lane frontage (Plots A and B) at a maximum of 5 storeys (18.5m), with the south eastern corner of Plot B (Bullens Road /Walton Lane) at a maximum of 6 storeys (22m). Whilst the blocks have not been set back further from the street, it is considered that this reduction in heights, together with the guiding design principles contained within the Design and Access Statement plot briefs, provide a more contextual approach that is sufficient to address the Conservation Officer's concerns.
- 4.14 In conclusion the potential effects of the development upon heritage have been correctly assessed and appropriate mitigation measures identified through the application which can be secured by condition and through the submission of Reserved Matters details that are in line with the Parameter Plans and guiding design principles. On this basis it is considered that in respect of heritage considerations, the proposal will accord with the NPPF, Policies GEN3, HD5, HD8, HD12, HD15, HD17 and HD 18 of the Liverpool UDP; and Policies UD1 and HD1 of the emerging LLP.

## **5.0 Environmental and Amenity Considerations**

- 5.1 The proposal has the potential to have impacts on amenity of the local area in relation to air quality; noise and vibration; daylight/ sunlight; ground conditions; water resources and flood risk. These impacts have been considered through technical assessments accompanying the application within the Environmental Statement.
- 5.2 These are considered in turn as follows.
- 5.3 **Air Quality:** The Air Quality Assessment submitted with the application (ES, Dec 2020, Volume III Appendix 8.1) provides detailed modelling of traffic pollutants for the proposed development and takes into account exhaust emissions from additional road traffic that would be generated. The report predicts that the effect on air quality will not be significant during the operational phase of the development

and therefore no mitigation measures are recommended. This report has been reviewed by the Environmental Health Officer and confirmed to have been carried out in accordance with the guidelines and best practice and therefore it can be considered an approved document.

- 5.4 Unavoidable dust impacts are predicted during construction phase of the development, but these would be temporary and localised. In order to minimise the scale of these impacts, the mitigation measures stipulated within the Air Quality Assessment (at Table 7.1) must be implemented throughout the duration of the construction process, which is subject of a planning condition.
- 5.5 **Noise and Vibration:** The development has potential to have noise impacts both during construction and in operation which have been considered in the Noise and Vibration Assessment included with the application ES (Dec 2020, Volume II, Chapter 9, and Volume III Appendix 9.1). UDP Policy EP11 requires development to protect amenity and environmental health.
- 5.6 The assessment concludes that during the construction phase, anticipated noise and vibration associated with demolition and other construction activities will represent an effect of Minor-Moderate significance without the implementation of any mitigation measures. However, following the implementation of best practice measures detailed within the assessment (Construction Environmental Management Plan and construction phase noise and vibration monitoring), the effect of noise and vibration from the construction phase is not considered to be significant. The Council's Environmental Health Officer concurs with this assessment and the identified measures are secured by condition. Further, an informative is included restrict construction works audible beyond the site boundary to standard hours, and for the avoidance of noise and dust.
- 5.7 During the operational phase, the potential impacts from road traffic noise on existing receptors has been assessed and noise levels are predicted to change by no more than 2.9 dB. The report notes that noise level changes of up to  $\pm 3$  dB are generally imperceptible to the human ear and given that development is unlikely to be delivered in one phase, the predicted change in road traffic noise levels are not anticipated to be significant overall.
- 5.8 The Noise Assessment specifies requirement for acoustic glazing and associated acoustic ventilation to protect the development from noise intrusion from surrounding existing sources, primarily road traffic noise. To ensure that the details of these measures are incorporated into the later detailed design, and are appropriate for the confirmed end users, each phase of development is required to provide a glazing and ventilation strategy, secured by planning condition.
- 5.9 In relation to the commercial and community uses, the submitted assessment specifies limitations to the breakout from building services plant, to achieve levels at least 10 dB below background noise levels.
- 5.10 The Noise Assessment has been reviewed by the Council's Environmental Health Officer who concurs with the findings of the assessment, that the operational phase of the proposed development will not have any significant adverse noise or

vibration impacts on existing nearby residents. Appropriate conditions are included relating to entertainment noise, kitchen extract, waste storage, hours of operation, to protect the amenity of existing and new residential occupiers and neighbours.

- 5.11 In conclusion, with the proposed mitigation measures and recommended planning conditions in place, the site is suitable for the proposed development in noise and vibration terms, and this has been confirmed to be acceptable by the Council's relevant Environmental Health Officer.
- 5.12 **Daylight/ sunlight:** The Environmental Statement includes assessment of the likely significant effects of the proposed development on the environment in terms of daylight, sunlight and overshadowing (ES Dec 2020, Volume II, Chapter 10, and Volume III Appendix 10.1 – 10.3). The assessments have been undertaken in accordance with the relevant planning policies and industry best practice guidance to assess the impact of the proposed development in terms of daylight and sunlight.
- 5.13 The assessment concludes that the proposed development causes a lesser obstruction than the existing stadium and this is reflected in the results where a high level of daylight and sunlight is retained to most neighbouring buildings. In some instances moderate adverse effects are identified at some receptors, however, the assessment approach has been to test the maximum height and extent of the plot parameters, effectively a 'worst-case scenario', which has resulted in the reporting of impacts of a greater magnitude than the original ES.
- 5.14 The proposals are therefore considered to meet the requirements of UDP Policy HD18 and LLP Policy UD2 which require proposals to avoid severe loss of amenity to adjacent residents, and to demonstrate sufficient sunlight and daylight.
- 5.15 **Ground conditions:** The NPPF supports remediation / mitigation of derelict and contaminated land (para 170), as does UDP Policy EP1. In accordance with UDP Policy EP2, the Environmental Statement includes assessment of the likely significant effects of the proposed development on human health and the environment in relation to ground contamination, land stability and hazardous ground gases. This is in the form of a Preliminary Environmental Risk Assessment (Volume II, Chapter 13, and Volume III Appendix 13.1), which has been reviewed by the Council's Environmental Health Manager.
- 5.16 The assessment identifies potential receptors which could be affected by contamination and identifies a range of mitigation measures to prevent pollutant pathways forming. For the construction phase, adoption of good construction practices and implementation of health and safety measures identified within a Construction Environmental Management Plan (CEMP), is recommended to be secured by condition.
- 5.17 Following the proposed demolition works a full ground investigation will be undertaken (including ground water monitoring and ground gas monitoring), and this is secured by condition, along with any remediation strategy and validation subsequently necessary.



- 5.18 **Water Resources and Flood Risk:** The proposal site is entirely within Flood Zone 1, an area at low risk from flooding. Nevertheless due to the site size the application includes a site specific Flood Risk Assessment and Drainage Assessment, which considers the risk of flooding at the site, the potential impacts of the proposed development and proposes suitable mitigation measures, in accordance with the requirements of the NPPF (para 163.), UDP Policy GEN8 and EP13, and LLP Policy R3.
- 5.19 These assessments have been reviewed by the Council's Drainage Engineer/ Lead Local Flood Authority. It has been confirmed that the assessments are satisfactory and at the future detailed design stage, prior to commencement of any phase of development a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. The maximum surface water discharge shall be limited by condition to 44.4 l/s, in line with the assessment. Further, to ensure that the scheme is compliant with the NPPF hierarchy of drainage options, prior to the commencement of development ground testing results are conditioned to be provided to demonstrate that soakaways / infiltration are not suitable for the site, and further information is requested to demonstrate that a connection to Stanley Park Lake is not feasible. Details of sustainable drainage systems implementation, maintenance and management are required to be provided for each phase, prior to its occupation.
- 5.20 United Utilities has reviewed the application and provided planning conditions to be attached to the decision to ensure that the site is drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way.
- 5.21 **Waste:** In relation to construction waste, the demolition of the stadium and any subsequent excavation/ ground works will likely generate significant volumes of waste. This is addressed at Chapter 4 of the ES, which covers the construction strategy and mitigation measures to be provided through a Construction Environmental Management Plan (CEMP). The application has been reviewed by relevant statutory consultees including the Council's Environmental Health Officers, Merseyside Environmental Advisory Service and the Environment Agency. A planning condition is attached to ensure that development is accompanied by a Construction Environmental Management Plan (CEMP), including arrangements for site waste management and mitigation measures to avoid, minimise and mitigate any adverse construction effects on the environment during construction works.
- 5.22 In relation to the operational development, the application is in outline only and so details of bin stores and recycling storage will be provided with at the Reserved Matters submissions. As such, the Council's Recycling Team has provided advice to the applicant in relation to recommended waste capacity, Council collections and the ability to manage the collection of residual & recyclable waste from underground bins.

- 5.23 **Ecology:** The application is supported by an Ecological Assessment, Ecological Appraisal and Report to Inform Habitats Regulations Assessment Stage 1 (ES December 2020 Volume III, Appendix 3.2) consider the impact of the proposed development upon ecology (designated sites, habitats and species) in light of UDP Policies OE5, OE6 and OE7, which seek to protect nature conservation sites, habitats and protected species. The assessments provided meet the requirements of the NPPF (para.175) in identifying the requirement for avoidance of harm, mitigation or compensation, where required.
- 5.24 The assessments identify potential mitigation and enhancement measures to ensure that effects of the development on international and national designated sites, as well as non-statutory designated sites, habitats and species are not anticipated to be significant, during both the construction and operational phases. Mitigation measures include the provision of artificial bat roosts, the avoidance of vegetation clearance, demolition and construction works during bird nesting season and the provision of landscaping and bird boxes to enhance opportunities for bird nesting. The relevant statutory consultees, MEAS and Natural England have confirmed that they concur with this conclusion, as drawn within the shadow Habitats Regulations Assessment, and recommend that mitigation measures are secured by condition.
- 5.25 In relation to bats specifically, a supplementary letter (TetraTech, 20<sup>th</sup> January 2021) was provided by the applicant to support the conclusion that all buildings on site are of negligible bat roost potential. MEAS has reviewed this and confirmed this is acceptable and that no further bat survey is required.
- 5.26 **Amenity and Environment Conclusion:** On this basis the potential effects of the development on the environment have been correctly assessed and appropriate mitigation measures identified through the application. The application therefore complies with the NPPF; Policies GEN8, EP1, EP2, EP9, EP11, EP12, and EP13 of the Liverpool UDP; and, Policies STP2, STP3, GI5, R1, R3, R7 and R9 of the emerging LLP, and is acceptable from an environmental perspective.

## **6.0 Access, Parking Servicing and Traffic Management**

- 6.1 Vehicular access to the site is via the existing road network – Spellow Lane, Goodison Road, Gwladys Street, Bullens Road and Walton Lane. Although access is a Reserved Matter which at this stage approval is not sought, Parameter Plan 05 'Access and Movement' defines the movement routes to be accommodated in the development to ensure connectivity through the masterplan and into the wider neighbourhood for vehicles, cyclists and pedestrians. As detailed above, this includes two new east west links across the site for vehicles, cycles and pedestrians, which also connect the north end of the site into the existing roads. Further vehicle free 'play streets' connect Walton Lane to the park and to the north end of the park. The park itself will accommodate pedestrian through routes along desire lines.

- 6.2 It is anticipated that the development will be phased, and the Design and Access Statement Addendum identifies design principles for each of the development plots, which includes the access infrastructure and parking to be delivered within that plot. Compliance with the Parameter Plans and the Plot Briefs is conditioned to ensure that when details come forward in reserved matters applications, they will accord with a coherent masterplan layout, provide enough parking by plot, and adhere to the good design principles set out in the application.
- 6.3 **Traffic Impacts:** The application is supported by a Transport Assessment (ES Vol.III Appendix 7.1) which assesses the existing local transport network conditions, analyses the travel demand generated by the development, reviews multi-modal accessibility of the site, impact of the development at key junctions, and identifies mitigation measures for transport related impacts that may arise. The TA includes the required MASA (minimum accessibility standard assessment) and a Framework Travel Plan has also been submitted.
- 6.4 The analysis of the traffic generation as a result of the development, and the subsequent assumptions made regarding the impact on the surround road network and junctions has been reviewed by Highways and is considered to be satisfactory.
- 6.5 The assessment provides details of the morning and evening peak period traffic impact generated by the submitted parameter plans and compares this to the current matchday and non-match day traffic production at the stadium. The assessment includes the estimated opening year of 2028, when the outline proposals are expected to be fully built out, and a design horizon year, five years post at 2032, and makes provision for trips associated with committed development. The assessment shows that an acceptable level of capacity will be maintained and that impacted junctions would continue to operate with an acceptable level of capacity.
- 6.6 The personal injury accident data for the most recent available five-year period between January 2014 and December 2018 has been reviewed and does not represent a material concern in the context of the proposed development. It has been noted that there were no fatalities during this time frame. The volume of traffic generated by the proposed development will therefore not have a material impact on the safe operation of the local highway network or impact on the low collision rate for the area; the additional traffic is also of no concern during the highway peak hours.
- 6.7 **Highway Works and Public Transport Improvements:** The proposals require a number of highway interventions to futureproof the development and ensure its sustainable and can operate with a focus on walking and cycling to offset the level of on-site parking. This is considered essential as the development is sited within the football match parking zone (FMPZ) and is therefore required to accommodate any parking demands wholly within the site to prevent overspill parking from impacting on neighbouring businesses and residents.
- 6.8 The following works are necessary to accommodate the development, but it should be noted that this is not an exhaustive list and additional measures may be required

when the proposals and their associated phases come forward as detail applications:

- a) The provision of a minimum 2m wide footway surrounding the development boundary with a palette of approved materials and the installation of dropped kerbs and tactile paving as necessary to all surrounding junctions.
- b) The formation of any vehicle access points into the site with dropped kerbs and tactile paving as necessary.
- c) The realignment of the Spellow Lane / Goodison Road junction to enhance the junction for pedestrians and improvements for motor vehicles as per the design within the Transport Assessment (Figure 40).
- d) The necessary works to the existing bus stop reference S40072D located in Spellow Lane, with access kerbs and associated raised pedestrian platform area; and to the existing bus stop reference S40103A Walton Lane-Priory Road to provide a bus shelter; to Merseytravel's current standards and in accordance with their Engineers requirements.
- e) The implementation of any TRO's deemed necessary to accommodate the development including;
  - a review of the existing FMPZ at the location identified within the Transport Assessment, to give those residents the option of remaining in or opting out of the FMPZ residents parking scheme (Figure 44).
  - the removal of the disabled parking spaces on Eton Street, Oxton Street and Diana Street and the replacement of standard FMPZ bays, plus any redundant infrastructure that might have been associated with the use of the site as a football stadium
- f) The provision of uncontrolled crossing points on Goodison Road, Spellow Lane, Gwladys Street and Bullens Road with dropped kerbs and tactile paving.
- g) The creation of parking bays on Bullens Road, Gwladys Street and Goodison Road within the adjacent footway with a minimum of 2m width to the footway being maintained.
- h) The provision of modal filters to permit cycle access whilst maintaining motor vehicle prohibition within the cul-de-sacs of Oxton Road, Eton Street, Winslow Road and Neston Road, including any amendments to the existing traffic regulation orders.
- i) The enabling of contraflow cycleways along Andrew Street, Nimrod Street, Dane Street, Wilburn Street, Ismay Street, and Lind Street, including any amendments to the existing traffic regulation orders.
- j) Any necessary upgrades to equipment or service of the street lighting as part of the above highway works.

k) Any drainage requirements due to the above works.

- 6.9 The highway works will be required to form part of a s278 Agreement which is to be fully funded by the developer and at nil cost to the Local Highway Authority and will be required to be implemented prior to the first occupation of the development. The works are secured through a planning condition.
- 6.10 Merseytravel, in response to the original planning application, highlighted the requirement to upgrade five bus stops in the vicinity of the site. Following review of the stops, the applicant has confirmed in the updated Transport Assessment that most of the bus stops were in the process of being upgraded with access kerbs and bus shelters. As such, the highways improvements in relation to bus stops are as above.
- 6.11 **Active Travel:** The site benefits from acceptable levels of accessibility due to its historic use as a football stadium, and is within acceptable walking distance of bus stops, shops and local businesses and other services however; there is a need to enhance the development site with additional permeable east west links through to County Road. This has been determined through subsequent discussion with the design team and aligns with the UDP T1, T6, and T7, emerging LLP Policies TP5, TP6 and TP9.
- 6.12 In addition to the above requirements for highway interventions in relation to active travel, cycle parking spaces will be provided in secure cycle parking areas to ensure that each phase of development provides suitable cycle storage options. These details will be secured at the Reserved Matters stage and a planning condition is included to ensure that this provision is maintained across the whole development as each phase is constructed.
- 6.13 **Parking and Internal Access:** The development provides car parking in line with LCC standards and will provide general parking, disabled parking and cycle parking at appropriate levels for the development phases being constructed. The breakdown of how these spaces may be distributed within the site is provided within the Transport Assessment (ES Appendix 7.1 Table 9), but the detail of exact numbers of spaces, to correspond with the exact quantum of development, would be confirmed at the Reserved Matters Stage. There will also be a need to consider EV charging points within the allocated parking provisions. A planning condition requiring for these spaces to be available prior to the first occupation will be required for each of the development phases.
- 6.14 **Highway Adoption:** Approval for the proposed layout of the internal roads is not sought in this outline application, however, discussions have taken place with Highways and Planning Officers to ensure that the proposed level of parking can be delivered without compromising the future detailed design, in particular, avoiding excessive use of podium/ ground level parking garages that would conflict with urban design best practice. This may require on street parking arrangements, layouts and materials that do not conform to the Council's standards for adoption. The applicant has confirmed that the internal roads would in that case remain

owned by EFC and managed privately, with public access secured through a legal agreement.

- 6.15 LCC Highways has confirmed that where roads remain private, they will not be considered for adoption by the Local Highway Authority. The future liability, maintenance and parking controls will remain under the authority of the developer and/or their management company. Sections of the existing highway are proposed to be stopped up and have their highway status extinguished, The Local Highway Authority would have no objection to these proposals as long as the correct and legal procedures are followed in accordance with section 247 of the T&CPA 1990.
- 6.16 There are also areas to be offered up for adoption and it is considered that these areas can be included as land dedication within the s278 agreement and taken forward as part of this process.
- 6.17 The parkland and any proposed landscaping will also remain private in terms of its maintenance and upkeep, a landscape management and maintenance plan should be submitted to ensure that appropriate measures are in place for prosperity.
- 6.18 **Servicing:** Servicing to the development will in mostly be required to use the internal road network. A planning condition setting out the requirements of the servicing strategy is therefore required. Swept path information will be required to be submitted which shows the internal roads are able to accommodate the turning requirements of a refuse vehicle so that it can enter and leave the development in a forward gear. It should be noted that each phase of development will be required to provide details of the servicing requirements and appropriate swept path information at the detail design stage also. A servicing management plan is therefore required to show how this approach will be managed by the development.
- 6.19 **Transport Conclusion:** To conclude the proposed development is unlikely to generate a level of traffic sufficient to have a significant impact on the safe and effective operation of the surrounding highway network, the development is considered accessible and appropriate mitigation has also been included; as such there are no objections to the proposed development from a traffic and highway safety point of view subject to the recommended conditions. On this basis subject to the completion of the recommended s.278 Agreement and conditions there are no highway objections to the application. The proposal accords with the NPPF, Policies HD18, HD19, T6, T7, T8 and T9 of the Liverpool UDP; Policies TP1, TP2, TP5, TP6, TP8 and TP9 of the emerging LLP; Ensuring a Choice of Travel – SPD, Design for Access for All – SPD; and, Liverpool's Local Transport Plan.

## **7.0 Provision for Public Realm, Landscaping & Public Art**

- 7.1 The planning policy basis for requiring recreational amenity space in new residential developments and the provision of landscaping and public art in developments generally, is set out under Policies H5, OE14, HD23, HD24 & Supplementary Planning Guidance (SPG) Note 10 of the Liverpool UDP, and expanded upon in the Council's Executive Board Report of November 2008. The position was further reaffirmed by the Council's Cabinet in September 2015 as interim planning policy for securing Section 106 Developer Contributions, until such time as new Local Plan policy is in place.
- 7.2 When granting planning permission for residential development, the Council will normally require developers to make appropriate provision for recreational open space to meet the needs generated by the development. Wherever possible this should be provided within the development. It is accepted, however, that this cannot always be achieved and where the provision cannot be met within the site the developer is required to pay a commuted sum at a rate of £1,000 per residential unit for sites outside the city centre.
- 7.3 Where there is no on-site provision, within Policy HD23 of the UDP (New Trees and Landscaping requires developers to fund the cost of planting (and future maintenance) at a rate of one street tree per 5 residential units or 1,000sqm non-residential floorspace at a cost of £4,000 per tree.
- 7.4 In this instance, the application is submitted in outline, with all matters (including landscaping) reserved for future determination, and to a maximum quantum of development. As such, it is not possible to confirm the on-site provision at this point, or the commuted sums that may be required in lieu of on-site provision. The s106 agreement will be worded to ensure that, at Reserved Matters stage, when these details are confirmed, and the final number of residential units/ commercial floorspace proposed is known, the scheme complies with Policies OE14 and HD23.
- 7.5 Policy HD24 of the UDP (Public Art) indicates that the council will encourage the provision of appropriate new works of art within new development proposals, and that such works shall contribute to their surroundings and the amenity of the wider area. Developers are required to make a contribution which would part fund the Council's costs in relation to the implementation of a strategy/programme for the provision of public art.

|              | <b>S106 Required</b>   | <b>Amount Due</b>   | <b>Amount to be Paid</b>  | <b>When Due</b>   |
|--------------|--|---|---|---|
| Open Space   | £1,000 per unit outside city centre<br>£2,000 per unit within city centre  | To be confirmed at Reserved Matters stage – in line with Policy OE14  | To be confirmed at Reserved Matters stage – in line with Policy OE14  | 50% prior to commencement of each phase of development, 50% prior to first occupation of each phase of development            |
| Street Trees | Financial contribution of 1 tree per 5 dwellings or 1,000 m <sup>2</sup> of non-residential floorspace @ £4,000 per tree | To be confirmed at Reserved Matters stage – in line with Policy HD23  | To be confirmed at Reserved Matters stage – in line with Policy HD23  | 50% prior to commencement of each phase of development, and<br><br>50% prior to first occupation of each phase of development |
| Art strategy | 15% of application fee   | £1,901.10   | £1,901.10   | Prior to commencement of development  |
| Monitoring   | 15% of application fee   | £1,901.10   | £1,901.10   | On completion of legal agreement  |
| Legal Fees   | Set fee  | £1,500(or equivalent amount)  | £1,500 (or equivalent amount)   | On completion of legal agreement  |
| <b>TOTAL</b> |  | <b>£5,302.20<br/>Plus,<br/>contributions towards open space and street trees to be identified at Reserved Matters</b> | <b>£5,302.20<br/>Plus,<br/>contributions towards open space and street trees to be identified at Reserved Matters</b> |   |

7.6 It is recommended that the above contributions must be complied with, and the final contribution amounts to provision of open space and street trees be confirmed and paid at each phased submission of Reserved Matters details for the development, at which point the exact quantum and mix of development will be confirmed.

7.7 Payment of these contributions has been agreed with the applicant.



## **8.0 Summary**

- 8.1 This application is being made by Everton Football Club (Everton Stadium Development Limited) to secure a legacy for the Goodison Park in event that the new stadium at Bramley Moore Dock is approved and constructed. Its aim is to create a dynamic and high-profile mixed-use scheme - a focal point of EitC's existing community campus - with potential to provide education, housing, health, employment, community and wellbeing development opportunities. The proposals include the retention of iconic features from the Club's history.
- 8.2 Consultation undertaken by the Club in advance of the application submission indicated a considerable level of support generally, and specifically from local residents. Consultation undertaken by the local authority on receipt of the application, in line with the statutory duty, prompted a limited response, with seven letters of support and four of objection.
- 8.3 In that context, the proposal offers a positive reuse of the Goodison Park site and contribution to the economic, social and environmental regeneration for the area and aligns with national and local planning policies, which support regenerative development. Conditions are in place to ensure that the development would not take place until the new stadium is operational.
- 8.4 Development of a mix of types of dwellings aligns with the site's location within the designated 'Primarily Residential Area', in both the UDP and emerging LLP, and is further supported by more general national and local housing policies. The inclusion of other complementary community and commercial uses, and the retention of a space for a park, is driven by the Club's intention that the redevelopment provides a lasting legacy that will benefit local community. The Club has demonstrated in the application the potential social and economic value of these amenities and services.
- 8.5 The application is made in outline, with all matters of appearance, scale, layout, access and landscaping, reserved for later determination. It is expected that the development will come forward in phases. To support this approach, and to demonstrate that the proposed quantum of development is realistic, the application includes parameters for the layout and scale of the development which set a masterplan framework for any future detailed reserved matters applications. Further, the guiding principles for development of detailed proposals, which would come forward in future detailed reserved matters applications, are set out within Plot Briefs that cover aspects of building layout, access and movement, land use distribution within the plot, massing, frontages and thresholds.
- 8.6 The principles established provide a robust set of people-focused design guidelines for any future development on this site and help ensure that a scheme will have an identity and a clear sense of place. Reserved Matters applications will need to demonstrate compliance with these parameters and principles in order to bring forward a development that is a fitting addition into the established local community and respectful of the club's involvement in the area and its history on this site.

There is adequate scope to make provision for fully inclusive designs at the detailed design stage, and where necessary specific requirements are conditioned.

- 8.7 The maximum quantum of development and the Parameter Plans have provided a basis for assessment of the potential impacts of the development in respect of heritage assets; the environment; local amenity; and traffic, access and parking. The supporting technical assessments and Environmental Statement have been prepared in accordance with statutory requirements and have been reviewed by the relevant statutory consultees and by suitably qualified Council Officers and advisors to the Council.
- 8.8 Although it is subject of a current Certificate of Immunity from listing, the demolition of the stadium presents the loss of a non-designated heritage asset, which includes fabric relating to Archibald Leitch (albeit they are later examples of his work and have been altered). Recording of the structure is required as a condition, and in later Reserved Matters applications details are to be provided of retained heritage features and interpretation, including the retention of the memorial plaques and Dixie Dean Statue. The parameters that relate to the scale and massing of future buildings on the site, as amended to reduce the heights of buildings on Walton Lane, demonstrate a contextual approach that can be accommodated without harm to the nearby heritage assets, in particular both short and long range views from Grade II\* Stanley Park. This will continue to be a consideration when detailed designs are brought forward in Reserved Matters applications.
- 8.9 The assessment of potential impacts of the development on the environmental amenity of the local area in relation to air quality; noise and vibration; daylight/sunlight; ground conditions; water resources and flood risk have been found to be acceptable, and where necessary conditions to secure further details and proposed mitigation measures are included.
- 8.10 The traffic impacts of the development and the parking provision has been confirmed to be acceptable, and highways improvements have been identified that are necessary for the development including local improvements for pedestrian and cycle permeability. Improvements will be secured through a s278 agreement, and will be funded by the developer, at nil cost to the Council. Internal access roads provided within the site will be detailed at the Reserved Matters stages and where necessary arrangements for access by the public will be secured through legal agreement.
- 8.11 Quality placemaking and sustainable design is at the heart of the guiding principles for the development, and the masterplan and plot briefs include a new park space central to the development, utilising some of the existing pitch; two 'arrival spaces' at Goodison Road; and play streets, which link the park to Walton Lane. The finer details for these spaces will be provided at the Reserved matters stages. Accordingly, it will be confirmed at that point whether the development is compliant with the requirements of Policy OE14 in respect of the provision of public open space and with Policy HD23 in respect of the provision of street trees. If adequate provision is not made on site, commuted sums will be required in lieu. The applicant has agreed to payment of contributions in relation to the public art strategy and monitoring.

- 8.12 In conclusion, it has been demonstrated to the satisfaction of the local planning authority that the proposal (subject to the application of the recommended conditions and s.106 agreement) accords with the statutory development plan. Further, in considering the requirements of NPPF Paragraph 11 (d), where development plan (UDP) policies may be considered out of date, and the Framework policies are to take precedence in decision making, the application of Framework policies does not give rise to any clear reason for refusing the development and there are no adverse impacts that would significantly and demonstrably outweigh the public benefits. As such, it is recommended that the application should be approved.

## **9.0 Recommendation**

- 9.1 For the reasons stated above, the Head of Planning recommends that the application be granted:
- (a) subject to the stated conditions.
  - (b) subject to the applicant entering into a Section 106 Agreement for:
    - (i) the payment of legal fees and a levy of 15% of the value of the planning application fee, £1,901.10, to cover the costs of administering the Section 106 Agreement, upon signing of the Section 106 Agreement;
    - (ii) the payment of 15% of the value of the planning application fee, £1,901.10, to cover the costs in lieu of funding the Council's Public Art Strategy, prior to the commencement of the first phase of development; and,
    - (iii) the payment of financial contributions towards open space and street trees to be made in compliance with policies OE14 and HD24, if policy compliant provision is not made on site. 50% of this sum to be paid prior to commencement of development of the relevant phase of development and 50% prior to occupation of that phase.
  - (c) upon completion of the legal agreement referred to in (b), the Head of Planning be authorised to determine this planning application (20O/0997).

## Development Schedule 1:

### Maximum Development Quantum - Permitted Uses

| Uses permitted                             | Use Class (as submitted) | Floorspace permitted (Gross External Area) |
|--|--------------------------|--|
| <b>Flexible Uses</b>                       |                          | <b>Total up to 750sqm</b>                  |
| <i>Retail</i>                              | A1                       | <i>Up to 349sqm</i>                        |
| <i>Financial and Professional Services</i> | A2                       | <i>Up to 750sqm</i>                        |
| <i>Café/ restaurant</i>                    | A3                       | <i>Up to 750sqm</i>                        |
| <i>Drinking Establishment</i>              | A4                       | <i>Up to 750sqm</i>                        |
| <i>Hot food takeaway</i>                   | A5                       | <i>Up to 750sqm</i>                        |
| <b>Office</b>                              | <b>B1 (a)</b>            | <b>Up to 4,762sqm</b>                      |
| <b>Non-Residential Institution</b>         | D1                       | <b>Up to 9,998sqm</b>                      |
| <b>Residential Institution</b>             | <b>C2</b>                | <b>Up to 5,863sqm</b>                      |
| <b>Residential</b>                         | <b>C3</b>                | <b>Up to 173 dwellings (16,003sqm)</b>     |

### Maximum Development Quantum - By Plot

|                | COMMERCIAL              |                  | COMMUNITY                             |                                     | RESIDENTIAL |                      | PARKING      |
|----------------|-------------------------|------------------|---------------------------------------|-------------------------------------|-------------|----------------------|--------------|
|                | Flexible Uses (sqm GEA) | Office (sqm GEA) | Non-Residential Institution (sqm GEA) | Residential Institution - (sqm GEA) | Units       | Floorspace (sqm GEA) | Spaces (no.) |
| Plot A         | 600                     | 4762             |                                       |                                     | 9           | 820                  |              |
| Plot B         |                         |                  |                                       |                                     | 72          | 6200                 |              |
| Plot C         | 150                     |                  |                                       |                                     | 36          | 3535                 |              |
| Plot D         |                         |                  |                                       | 5863                                |             |                      |              |
| Plot E         |                         |                  | 4383                                  |                                     | 25          | 2100                 |              |
| Plot F         |                         |                  | 5615                                  |                                     |             |                      |              |
| Plot G         |                         |                  |                                       |                                     | 31          | 3348                 |              |
| <b>TOTAL :</b> | <b>750</b>              | <b>4762</b>      | <b>9998</b>                           | <b>5863</b>                         | <b>173</b>  | <b>16003</b>         | <b>402</b>   |

## Conditions

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| 1 | <p>Quantum of development</p> <p>(a) This planning permission approves the maximum quantum of development in outline, as detailed at Schedule 1 attached to this permission:</p> <ul style="list-style-type: none"> <li>- Up to 173 residential units (maximum 16,003sqm GEA);</li> <li>- Up to 5,863sqm (GEA) residential institution;</li> <li>- Up to 9,998sqm (GEA) non-residential institution;</li> <li>- Up to 4,762 sqm (GEA) of office floorspace;</li> <li>- Up to 750sqm (GEA) of flexible space for retail; financial and professional services; restaurants and cafes; drinking establishments; and, hot food takeaways; and,</li> <li>- Up to 402 parking spaces.</li> </ul> <p>(b) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), and the Use Classes Order 1987 (as amended) or any equivalent Order following the amendment, revocation and re-enactment thereof, the premises shall only be used for those uses specified at Schedule 1 attached to this permission, and for no other purpose.</p> <p>REASON: To ensure that the development is carried out in accordance with the approved plans and within the parameters of the grant of planning permission, including the principles of the Masterplan and the details of the application that have been assessed by the Environmental Impact Assessment and the other supporting application documents.</p> |
| 2 | <p>Approved Drawings and Documents</p> <p>The development hereby permitted shall be carried out in accordance with the following approved plans and documents:</p> <p>Drawings:</p> <p>2579-PLA-XX-XX-DR-U-0002 Rev. P01 , Site Location Plan<br/> 2579-PLA-XX-XX-DR-U-0007 Rev. P01 , Existing Site Plan<br/> 2579-PLA-XX-XX-DR-U-0016 Rev. P01 , Buildings to be Demolished<br/> 17-087-150 Rev. P3 , Existing Building Elevations 1<br/> 17-087-152 Rev. P1 , Existing Building Elevations 2<br/> 17-087-160 Rev. P3 , Existing Site Sections A-C<br/> 2579-PLA-XX-XX-DR-U-0008 Rev. P01 , Development Plots - Parameter Plan 01<br/> 2579-PLA-XX-XX-DR-U-0009 Rev. P01 , Maximum Development Heights - Parameter Plan 02<br/> 2579-PLA-XX-XX-DR-U-0010 Rev. P01 , Ground Floor Uses - Parameter Plan 03<br/> 2579-PLA-XX-XX-DR-U-0011 Rev. P01 , Upper Floor Uses - Parameter Plan 04<br/> 2579-PLA-XX-XX-DR-U-0012 Rev. P01 , Access and Movement - Parameter Plan 05<br/> 2579-PLA-XX-XX-DR-U-0013 Rev. P01 , Public Realm - Parameter Plan 06<br/> 2579-PLA-XX-XX-DR-U-0014 Rev. P01 , Development Parcels - Parameter Plan 07</p> <p>Documents:</p> <p>Planning Statement CBRE Limited<br/> Planning Statement Addendum (CBRE Limited, December 2020)</p>   |

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|   | <p>Environmental Statement Volume 1: Non-Technical Summary CBRE Limited, December 2020</p> <p>Environmental Statement Volume 2: Main Volume, December 2020</p> <p>Environmental Statement Volume 3: Technical Appendices, December 2020</p> <p>Design &amp; Access Statement, Condry Lofthouse Architects</p> <p>Design &amp; Access Statement Addendum, Planit-IE, December 2020</p> <p>Parameter Plan Report, Planit-IE, December 2020</p> <p>Statement of Community Engagement, Influential</p> <p>Social Value Assessment, Real Worth</p> <p>Update to Social Value Analysis, Simetrica-Jacobs, 2020</p> <p>REASON: For the avoidance of doubt.</p>  |
| 3 | <p>Environmental Impact Assessment</p> <p>The development shall be carried out within the scope tested in the approved Environmental Impact Assessment (December 2020) and incorporate the mitigation measures identified within that assessment.</p> <p>REASON: To ensure that the development is carried out in accordance with the principles of mitigation that have been assessed by the EIA.</p>   |
| 4 | <p>Stadium Reprovision</p> <p>The development hereby permitted shall not be commenced until the replacement stadium for Everton Football Club has been implemented and made available for use.</p> <p>REASON: To ensure the satisfactory quantity, quality and accessibility of compensatory provision which secures a continuity of use and to accord with the development plan.</p>  |
| 5 | <p>Reserved Matters Time Limit</p> <p>a) Approval of the details of the layout, scale, appearance, access and landscaping of the development (hereinafter called the "Reserved Matters") shall be obtained from the Local Planning Authority in writing in relation to each part of the development hereby approved, before any development is commenced in that particular part.</p> <p>b) Application for the approval of all Reserved Matters in respect of the first phase of the development hereby permitted shall be made to the Local Planning Authority not later than 7 years from the date of this permission and commenced not later than 9 years from the date of this permission.</p> <p>c) Applications for the approval of all Reserved Matters in respect of all subsequent phases of development shall be made to the Local Planning Authority not later than 12 years from the date of this permission and commenced not later than 14 years from the date of this permission.</p> <p>REASON: To comply with Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004, as the application was submitted for outline permission only and these matters were reserved by the applicant for subsequent approval, and a period of 14 years is considered to be a reasonable time limit in view of the extent and timescale of the</p> |

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|   | proposal.  |
| 6 | <p>Construction and Phasing Plan</p> <p>a) Prior to the commencement of any development, a Construction and Phasing Plan, shall be submitted to and agreed in writing by the local planning authority.</p> <p>b) The Construction and Phasing Plan shall include:</p> <p>(i) A Planning Submission Programme: To confirm the sequencing of the submission of Reserved Matters details for the Development Parcels identified in approved Parameter Plan 07 'Development Parcels',.</p> <p>(ii) A Construction Programme: which shall set out the timetable for the construction of development phases and for demolition works, earthworks, public realm works, landscaping works, highways works, and utility works.</p> <p>(iii) Phasing Diagrams to include development phases and the associated open space and infrastructure (including all roads, pedestrian and cycle routes within approved Parameter Plan 06 'Public Realm' and approved Parameter Plan 05 'Access and Movement') to be delivered in conjunction with each development parcel. Where relevant, details of access for vehicles and pedestrians, services and access arrangements for existing and new premises are to be provided.</p> <p>(iv) An Interim Access and Landscaping Plan: To confirm interim provisions for treatment of land in later development phases, including temporary landscaping (if required), boundary treatments, security arrangements and access.</p> <p>c) The development shall be carried out in accordance with the provisions of the approved Construction and Phasing Plan.</p> <p>REASON: To ensure the development is carried out in a comprehensive and controlled manner.</p> |
| 7 | <p>Reserved Matters Details</p> <p>The Reserved Matters details for Development Parcels can be provided in a phased manner, in accordance with an approved Phasing Plan. For each phase, details of the appearance, landscaping, layout, means of access and scale, shall be submitted to and approved in writing by the local planning authority before any development of that phase takes place, and shall comply with the following requirements:</p> <p>a) Reserved Matters application(s) for each Development Parcel shall include the following details:</p> <p>i. Detailed design of the road infrastructure, public realm and open spaces associated within the Development Parcel;</p> <p>ii. Details of legacy features and references associated with Everton Football Club within design proposals, including retention of the Dixie Dean statue;</p> <p>iii. Details of how physical activity has been considered in the design and layout of the development;</p> <p>iv. Information to demonstrate conformity with the approved Parameter Plans and Design and Access Statement Addendum, including the Plot Briefs and Masterplan Street Types;</p> <p>v. Drainage design;</p> <p>vi. Public Realm and Landscape Management and Maintenance Plan; and</p> <p>vii. Sustainability and energy strategy.</p>  |

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|    | <p>b) The detailed development proposals shall not exceed the approved building plot parameters; height parameters; and quantum of development as detailed at Schedule 1 attached to this permission.</p> <p>REASON: This is outline permission only and these matters have been reserved for the subsequent approval of the local planning authority.</p>  |
| 8  | <p>Retail Uses</p> <p>(a) The total gross external floor area permitted for retail use (Class A1) will not exceed 349sqm across the development.</p> <p>(b) Any single retail unit (Class A1) shall not exceed 250sqm gross internal floor area.</p> <p>REASON: To protect the vitality and viability of the existing County Road District Centre; and, to ensure that the development is carried out in accordance with the approved plans and within the parameters of the grant of planning permission, including the principles of the Masterplan and the details of the application that have been assessed by the supporting application documents.</p> |
| 9  | <p>Demolition Method Statement</p> <p>No demolition shall take place until a Method Statement for the demolition and removal of the existing buildings within the site has been submitted to and agreed in writing by the local planning authority.</p> <p>REASON: Details of the proposed works have not been provided so far and the Local Planning Authority wishes to agree these details in order to ensure the amenity of neighbouring residents is suitably safeguarded.</p>   |
| 10 | <p>Archaeological Recording</p> <p>No development shall take place until the applicant has submitted a written programme of archaeological building investigation and recording for approval in writing by the local planning authority. The work shall be carried out strictly in accordance with the approved programme.</p> <p>REASON: To ensure the implementation of historic building investigation and its publicly accessible publication in respect of the stadium as a non-designated heritage asset..</p>  |
| 11 | <p>Sustainability Strategy</p> <p>Prior to the submission of the first Reserved Matters application, a site wide Sustainability Strategy shall be submitted to and approved in writing by the local planning authority, to identify the low and/or zero carbon energy options available and sustainable practices to be utilised in the development, such as reducing waste, increasing recycling and encouraging sustainable travel to / from the site.</p> <p>REASON: In order to minimise the environmental impact of the development.</p>   |
| 12 | <p>Site Investigation</p> <p>No development shall take place on any phase (excluding any demolition, and site clearance works), until:-</p>   |



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|    | <p>a) An investigation and assessment methodology, including analysis suite and risk assessment methodologies for ground investigation purposes has been completed and submitted to and approved by the local planning authority in writing, prior to any site investigations.</p> <p>b) A site investigation and assessment has been carried out by competent persons to determine the status of contamination including chemical, radiochemical, flammable or toxic gas, asbestos, biological and physical hazards at the site and submitted to and approved in writing by the local planning authority. The investigations and assessments shall be in accordance with current Government and Environment Agency recommendations and guidance and shall identify the nature and extent of any contaminants present, whether or not they originate on the site, their potential for migration and risks associated with them. The assessment shall consider the potential risks to:</p> <ul style="list-style-type: none"> <li>(i) human health,</li> <li>(ii) controlled waters,</li> <li>(iii) property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,</li> <li>(iv) adjoining land,</li> <li>(v) ecological systems, and</li> <li>(vi) archaeological sites and ancient monuments.</li> </ul> <p>c) A detailed remediation scheme (if required), has been submitted to and agreed in writing with the local planning authority. This scheme shall include an appraisal of remedial options, implementation timetable, works schedule, site management objectives, monitoring proposals and remediation validation methodology. The scheme once completed must ensure that the site will not qualify as contaminated land under Part IIA of the Environmental Protection Act 1990 in relation to its intended use.</p> <p>REASON: These details are needed prior to the commencement of development (excluding demolition and site clearance works) in order to ensure that risks from land contamination to future users of the land and neighbouring land are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.</p> |
| 13 | <p>Remediation and validation</p> <p>After development on any phase commences, and prior to first occupation of that phase:</p> <p>a) Following completion of the measures identified in the approved remediation scheme and prior to occupation of any part of the development, a verification report which shall confirm the adequacy of remediation must be prepared and submitted to and approved in writing by the local planning authority before this condition will be discharged.</p> <p>b) If a phased approach to the development is being proposed, then a validation/completion report for an agreed number of plots within each of the proposed phases shall be submitted to the local planning authority and approved in writing before the condition relating to the phase in question shall be discharged.</p>   |

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|    | <p>c) If any potentially contaminated (unusual/suspect) material or flammable/toxic gas not previously identified is discovered, this must be reported in writing to the local planning authority and a further assessment and a revised remediation scheme will be required by the local planning authority. If no contamination is found then this should be detailed in the remediation verification report.</p> <p>REASON: To ensure that risks from land contamination to future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.</p>  |
| 14 | <p>Drainage - Further Details</p> <p>a) Prior to the commencement of any development, excluding demolition, site clearance and ground works, ground testing results to BRE 365 shall be provided to demonstrate whether soakaways / infiltration are suitable for the site and approved in writing by the Local Planning Authority.</p> <p>b) Prior to the commencement of any development, detailed information is required to demonstrate that a connection to Stanley Park Lake is not feasible.</p> <p>REASON: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution.</p>  |
| 15 | <p>Surface Water Drainage Scheme</p> <p>a) Prior to the commencement of any development (excluding demolition works, site clearance and ground works), a surface water drainage scheme based on the hierarchy of drainage options in the National Planning Practice Guidance, with evidence of an assessment of the site conditions and of ground conditions and the potential for infiltration of surface water, shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>b) The surface water drainage must be demonstrated to be designed to prevent the discharge of water on to the public highway.</p> <p>c) The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards.</p> <p>d) For the avoidance of doubt the maximum surface water discharge shall be 44.4 l/s.</p> <p>e) The development hereby permitted shall be carried out only in accordance with the approved drainage scheme.</p> <p>REASON: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution.</p> |
| 16 | <p>Highway Improvement Works - First Phase</p> <p>(a) Except for demolition, site clearance and remediation, no development shall commence until a scheme for the design and construction of highway improvement works has been submitted to and approved in writing by the local planning authority. For avoidance of doubt, the works shall include:</p>   |

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|    | <p>(i) The realignment of the Spellow Lane / Goodison Road junction to enhance the junction for pedestrians and improvements for motor vehicles as per the design within the approved Transport Assessment.</p> <p>(ii) The necessary works to the existing bus stop reference S40072D located in Spellow Lane, with access kerbs and associated raised pedestrian platform area; and to the existing bus stop reference S40103A Walton Lane-Priory Road to provide a bus shelter; to Merseytravel's current standards and in accordance with their Engineers requirements.</p> <p>(iii) The submission of any TRO applications deemed necessary to accommodate the development including:</p> <ul style="list-style-type: none"> <li>- a review of the existing FMPZ at the location identified within the approved Transport Assessment, to give those residents the option of remaining in or opting out of the FMPZ residents parking scheme.</li> <li>- the removal of the disabled parking spaces on Eton Street, Oxton Street and Diana Street and the replacement of standard FMPZ bays, plus any redundant infrastructure that might have been associated with the use of the site as a football stadium.</li> </ul> <p>(iv) Any necessary upgrades to equipment or service of the street lighting as part of the above highway works.</p> <p>(v) The provision of modal filters to permit cycle access whilst maintaining motor vehicle prohibition within the cul-de-sacs of Oxton Road, Eton Street, Winslow Road and Neston Road, including making an application for any amendments to the existing traffic regulation orders.</p> <p>(vi) The enabling of contraflow cycleways along Andrew Street, Nimrod Street, Dane Street, Wilburn Street, Ismay Street, and Lind Street, including making an application for any amendments to the existing traffic regulation orders.</p> <p>(vii) Any drainage requirements due to the above works.</p> <p>(b) The approved scheme shall be completed in accordance with the approved details before any phase of the development is occupied/brought into use.</p> <p>Reason: In the interests of highway and pedestrian safety.</p> |
| 17 | <p>Phased Highway Improvement Works</p> <p>(a) No works shall take place on any phase of development hereby approved (excluding demolition, site clearance and remediation) until a scheme for the design and construction of highway improvement works relevant to that phase has been submitted to and approved in writing by the local planning authority. For avoidance of doubt, the works shall include:</p> <p>(i) The provision of a minimum 2m wide footway surrounding the relevant phase of the development boundary with a palette of approved materials and the installation of dropped kerbs and tactile paving as necessary to all relevant surrounding junctions.</p>  |

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|    | <p>(ii) The formation of any vehicle access points into the site within that phase, with dropped kerbs and tactile paving as necessary.</p> <p>(iii) The provision of uncontrolled crossing points on Goodison Road, Spellow Lane, Gwladys Street and Bullens Road with dropped kerbs and tactile paving, where relevant to that phase.</p> <p>(iv) The creation of parking bays on Bullens Road, Gwladys Street and Goodison Road within the adjacent footway with a minimum of 2m width to the footway being maintained, where relevant to that phase.</p> <p>(v) Any necessary upgrades to equipment or service of the street lighting as part of the above highway works.</p> <p>(vi) Any drainage requirements due to the above works.</p> <p>(b) The approved scheme shall be completed in accordance with the approved details before the relevant phase of development is occupied/brought into use.</p> <p>Reason: In the interests of highway and pedestrian safety.</p>  |
| 18 | <p>Construction Environmental Management Plan</p> <p>(a) No works shall take place, including any demolition, site clearance or ground works, until a Construction Environmental Management Plan (CEMP) for that phase describing how construction will be managed to avoid, minimise and mitigate any adverse construction effects on the environment has been submitted to and approved in writing by the local planning authority. The CEMP shall include mitigation measures conforming to the recommendations of the Environmental Impact Assessment and summarised in the approved Environmental Statement at Section 4.8 of Chapter 4, Volume 2.</p> <p>(b) The CEMP shall include a waste audit or site waste management plan that demonstrates how waste production will be minimised for that phase and implementation of measures to achieve efficient use of resources, including designing out waste and minimisation of off-site disposal.</p> <p>(c) For the avoidance of doubt, the CEMP shall include all mitigation and working practice measures in respect of control of noise, vibration and air quality, that are stipulated in the approved Environmental Statement Vol III, Appendix 8.1 Air Quality Assessment - Chapter 7.1 and Vol III, Appendix 9.1 Noise Assessment (Appendix C).</p> <p>(d) The approved Construction Environmental Management Plan shall be adhered to throughout the construction period for the relevant phase of the development.</p> <p>REASON: These details are needed prior to the commencement of development in order to ensure that any adverse impact on the environment during the period of construction will be minimized.</p> |

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| 19 | <p><b>Construction Method Statement</b></p> <p>(a) No works shall take place on any phase of development hereby approved, excluding any demolition, site clearance or ground works, until a Construction Method Statement comprehensively detailing the phasing and logistics of construction for that phase has been submitted to and approved in writing by the local planning authority.</p> <p>(b) The method statement shall include, but not be limited to:</p> <ul style="list-style-type: none"> <li>(i) Construction traffic routes, including provision for access to the site</li> <li>(ii) Entrance/exit from the site for visitors/contractors/deliveries</li> <li>(iii) Location of directional signage within the site</li> <li>(iv) Siting of temporary containers</li> <li>(v) Parking for contractors, site operatives and visitors</li> <li>(vi) Identification of working space and extent of areas to be temporarily enclosed and secured during each phase of construction</li> <li>(vii) Temporary roads/areas of hard standing</li> <li>(viii) Schedule for large vehicles delivering/exporting materials to and from site</li> <li>(ix) Storage of materials and large/heavy vehicles/machinery on site</li> <li>(x) Measures to control noise and dust</li> <li>(xi) Details of street sweeping/street cleansing/wheelwash facilities</li> <li>(xii) Details for the recycling/disposing of waste resulting from construction works</li> <li>(xiii) Hours of working</li> <li>(xiv) Phasing of works including start/finish dates.</li> </ul> <p>(c) The approved Construction Method Statement shall be adhered to throughout the construction period for the relevant phase of development.</p> <p>REASON: These details are needed prior to the commencement of development in order to ensure that adequate on-site provision is made for construction traffic, including allowance for the safe circulation, manoeuvring, loading and unloading of vehicles, as well as parking, and to reduce impact on residential amenity and the general amenity of surrounding occupiers during construction.</p> |
| 20 | <p><b>Highway Details</b></p> <p>Except for demolition, site clearance and remediation, no phase of development shall take place until full details in the form of scaled plans and/or written specifications have been submitted to and approved in writing by the Council as Local Planning Authority to illustrate the following, relevant to that particular phase:</p> <ul style="list-style-type: none"> <li>a) proposed highway layout including the highway boundary</li> <li>b) dimensions of any carriageway, cycleway, footway and verges</li> <li>c) visibility splays</li> <li>d) proposed buildings and site layout, including levels</li> <li>e) accesses and driveways</li> <li>f) parking provision</li> <li>g) drainage and sewerage system</li> <li>h) all types of surfacing (including tactile paving), kerbing and edging</li> <li>i) full working drawings for any structures which affect or form part of the highway network</li> </ul>  |

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|    | <p>Each phase of development shall be carried out in accordance with the approved drawings and details prior to first occupation of the relevant phase, unless otherwise agreed in writing by the Council as Local Planning Authority.</p> <p>REASON: To ensure a satisfactory development of the site and a satisfactory standard of highway design and construction in the interests of highway safety and the amenity and convenience of highway users together with suitable means of drainage.</p>   |
| 21 | <p><b>Parking and Servicing Areas Scheme</b></p> <p>Except for demolition, site clearance and remediation, no development shall commence on each phase until a scheme identifying areas of parking and servicing relevant to that phase, has been submitted to and approved in writing by local planning authority. A proportion of parking spaces, in accordance with the Council's standards, will be provided within each phase of development for disabled parking and EV charging points.</p> <p>REASON: To ensure that adequate provision is made on the site for the traffic generated by the development, including allowance for safe circulation, manoeuvring, loading and unloading of vehicles as well as parking, and that hard-surfaced areas have a satisfactory appearance.</p>                     |
| 22 | <p><b>Cycle Parking Scheme</b></p> <p>Except for demolition, site clearance and remediation, no phase of development shall take place until a scheme for the provision of cycle parking relevant to that phase, in accordance with the Council's current standards, has been submitted to and approved in writing by the Council as Local Planning Authority.</p> <p>REASON: To ensure that adequate provision is made for parking cycles on the site; and to establish measures to encourage non-car modes of transport.</p>   |
| 23 | <p><b>Waste Storage</b></p> <p>(a) Prior to the commencement of each phase, details the storage of waste/recycling bins relevant to that phase, including location and size, shall be submitted to and approved in writing by the local planning authority. All waste materials generated by the development, whether to be discarded as refuse or recycled, shall be stored in accordance with the approved details and all waste material shall be kept within the curtilage of the premises until the day it is due to be collected.</p> <p>(b) The waste storage shall be implemented in accordance with the approved details before the development is occupied/brought into use.</p> <p>REASON: To safeguard amenity and maintain the quality of the street environment and encourage recycling of waste.</p> |
| 24 | <p><b>Residential Acoustic Insulation</b></p> <p>The residential units, including residential institutions, hereby approved shall be acoustically insulated in accordance with the façade insulation scheme detailed in Drawing Number SK06 of Appendix 9.1 of the Environmental Statement Volume 3.</p>  |

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|    | REASON: To protect the amenity of future occupiers of the scheme.  |
| 25 | <p>Materials samples, jointing details</p> <p>(a) No above ground construction for any phase of development approved through Reserved Matters applications shall take place until the following details have been submitted to and approved in writing by the local planning authority for that phase:</p> <p>(i) schedule of all external materials, their colour, size and finish, including - but not limited to - all bricks, concrete details, aluminium cladding and panelling, glazing (including any framing, fritting, spandrel panels, doors etc.), grilles and louvres, roof coverings, railings/ balustrades/ other means of enclosure, copings and cappings;</p> <p>(ii) details of entrances and fenestration in elevation and/ or section at a scale of 1:20, 1:10 or 1:5, as appropriate; and,</p> <p>(iii) Samples of the external materials have been made available for inspection by the local planning authority on-site, where required following consultation with the local planning authority.</p> <p>(b) The approved phase of development shall not be constructed except in complete accordance with the approved schedule, samples and details.</p> <p>REASON: These details are not included in the application and the Council wishes to ensure that they are satisfactory in the interests of design, external appearance, residential and environmental amenity and to ensure inclusive access.</p> |
| 26 | <p>External Lighting</p> <p>(e) Prior to installation of external lighting for each phase of development, a lux contour diagram for that phase shall be submitted to and approved in writing by the local planning authority. The submitted diagram shall extend to adjacent premises and demonstrate that external lighting fittings are orientated so that measurements taken at any nearby habitable roomed windows do not exceed 6 lux.</p> <p>(f) The scheme of external lighting shall be implemented for the relevant phase in accordance with the approved details before that phase of the development is occupied/brought into use.</p> <p>REASON: To safeguard the amenity of residents in the vicinity of the application site.</p>  |
| 27 | <p>Local Employment and Training Requirements</p> <p>(a) Prior to the commencement of any phase of the development (or within any other period agreed by the local planning authority) a Local Employment and Skills Strategy for that phase shall be submitted to and approved in writing by the local planning authority. The Local Employment and Skills Strategy shall set out the measures for encouraging the use of local labour and providing appropriate training opportunities during the construction and subsequent management of the development. For the avoidance of doubt the Strategy shall comprise the following measures:</p>  |

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|    | <p>(i) Training schemes to equip local people for employment for either construction or the operation of the development in conjunction with the City Council's 'Liverpool In Work' team.</p> <p>(ii) Arrangements for advertising jobs locally to maximize local recruitment both in relation to construction and for all available posts that arise thereafter. The approved arrangements shall include use of the Council's employment and skills service (Liverpool in Work). They may also include links to local job centres and community groups; the use of local papers; and local employment agencies</p> <p>(iii) A scheme to monitor quarterly the number of persons employed in construction and operation phases of the development who are resident in local priority wards and Liverpool's City boundaries and to report thereon to the Council for a specified period to be agreed in writing with the Local Planning Authority.</p> <p>(b) The approved scheme will thereafter be implemented in accordance with the approved details unless otherwise agreed in writing with the local planning authority.</p> <p>REASON: The City Council wishes to ensure that the development will result in positive impacts for social inclusion and equal opportunities for communities living in and around the development.</p> |
| 28 | <p><b>Parking Provision</b></p> <p>No phase of the development shall be brought into use until the areas indicated on the approved plans for that phase to be set aside for parking have been surfaced, drained and permanently marked out or demarcated. The parking areas shall be retained as such thereafter.</p> <p>REASON: To ensure that adequate provision is made on the site for the traffic generated by the development, including allowance for safe circulation, manoeuvring, loading and unloading of vehicles as well as parking, and that hard-surfaced areas have a satisfactory appearance.</p>   |
| 29 | <p><b>Cycle Parking</b></p> <p>No phase of the development shall be brought into use until the areas indicated on the approved plans for that phase to be set aside for cycle parking have been provided. The cycle parking shall be retained as such thereafter. Notwithstanding the provisions of the Town and Country Planning Act (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order) no building works, which reduce this provision, shall take place except following the express grant of planning permission by the Council.</p> <p>REASON: To ensure that adequate provision is made for parking cycles on the site; and to establish measures to encourage non-car modes of transport.</p>  |
| 30 | <p><b>Landscape delivery</b></p> <p>(a) No building within an approved phase of development, shall be occupied until the hard landscape works associated with that phase of development have been completed as approved.</p> <p>(b) In relation to soft landscaping, the works associated with any approved phase of development shall be completed either:</p> <p>(i) not later than the first planting season following first occupation of the development within that phase; or</p> <p>(ii) during the appropriate planting season progressively as the development</p>  |



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|    | <p>proceeds, in accordance with a programme to be agreed in writing with the local planning authority.</p> <p>(c) All works must be carried out to BS 8545:2014 Trees: from nursery to independence in the landscape and BS 4428: 1989 Code of Practice for General Landscape Operations.</p> <p>(d) Any trees, plants or grassed areas that within a period of 5 years from the date of planting die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of a similar size, species and quality, unless the local planning authority gives written approval to any variation.</p> <p>REASON: In the interests of visual amenity and in accordance with the duty of the Council under Section 197 of the Town and Country Planning Act 1990 in respect of the planting and preservation of trees.</p> |
| 31 | <p>Unoccupied units</p> <p>(a) No individual building within the development shall be occupied or brought into use until a scheme for the interim treatment of all unoccupied ground floor commercial units within that phase of development has been submitted to and approved in writing by the local planning authority.</p> <p>(b) The agreed scheme shall be implemented in accordance with the approved details and maintained thereafter until the unit is occupied.</p> <p>REASON: To ensure satisfactory appearance of the development.</p>  |
| 32 | <p>Travel Plan Co-ordinator</p> <p>Prior to occupation of any phase of development permitted, the owners and occupiers of the that phase must have appointed a Travel Plan Co-ordinator. The Travel Plan Co-ordinator shall be responsible for the implementation, delivery, monitoring and promotion of the Travel Plan, including the day-to-day management of the steps identified to secure the sustainable transport initiatives. The details (name, address, telephone number and email address) of the Travel Plan Co-ordinator shall be notified to the Council as Local Planning Authority upon appointment and immediately upon any change.</p> <p>REASON: To ensure that an approved Travel Plan is implemented, in order to establish sustainable, non-car modes of transport.</p>  |
| 33 | <p>Travel Plan</p> <p>(a) Within 6 months of any phase of the development being brought into use, or in accordance with a timeframe that has been previously agreed in writing by the Local Planning Authority, a Travel Plan for that phase shall be submitted to and approved in writing by the Council as Local Planning Authority. The Plan shall include immediate, continuing and long-term measures to promote and encourage alternative modes of transport to the single-occupancy car. For the avoidance of doubt, the Travel Plan shall include, but not be limited to:</p> <ul style="list-style-type: none"> <li>i) Involvement of employees (where relevant)</li> <li>ii) Information on existing transport policies, services and facilities, travel behaviour and attitudes</li> </ul>   |

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|    | <p>iii) Access for all modes of transport</p> <p>iv) Targets for mode share</p> <p>v) Resource allocation including Travel Plan Co-ordinator and budget</p> <p>vi) A parking management strategy</p> <p>vii) A marketing and communications strategy</p> <p>viii) Appropriate measures and actions to reduce car dependence and encourage sustainable travel</p> <p>ix) An action plan including a timetable for the implementation of each such element of the above</p> <p>x) Mechanisms for monitoring, reviewing and implementing the travel plan</p> <p>(b) The Approved Travel Plan for each phase shall be implemented in accordance with the timetable contained therein and shall continue to be implemented as long as any part of that phase of the development is occupied and in use.</p> <p>(c) An annual report shall be submitted to the Council no later than 1 month following the anniversary of the first occupation of the development for a period of 5 years. The annual report shall include a review of the Travel Plan measures, monitoring data and an updated action plan.</p> <p>REASON: To maximise opportunities for travel by modes of transport other than single-occupancy private car, and to ensure that the development is sustainable.</p> |
| 34 | <p>Servicing and Waste Management Strategy</p> <p>No phase of the development shall be occupied or brought into use until a Servicing and Waste Management Strategy for that phase has been submitted to, and approved in writing by, the local planning authority. For the avoidance of doubt the Strategy shall set out design and operational proposals for servicing and the storage, transfer and collection of waste ensuring that appropriate arrangements are made and that logistical requirements are appropriately considered and addressed. The strategy shall be subsequently implemented in accordance with the approved details.</p>  |
| 35 | <p>Sustainable Drainage</p> <p>Prior to the occupation of any phase of development, details for the implementation, maintenance and management of the sustainable drainage system within that phase must be submitted to and approved in writing by the Local Planning Authority. Those details shall include:</p> <p>(i) a timetable for its implementation;</p> <p>(ii) a management and maintenance plan for the lifetime of the development; and,</p> <p>(iii) contact details must be supplied for the person / company responsible for this maintenance.</p> <p>REASON: To prevent an undue increase in surface water run-off and to reduce the risk of flooding.</p>  |
| 36 | <p>Foul and surface water shall be drained on separate systems.</p> <p>REASON: To secure proper drainage and to manage the risk of flooding and pollution.</p>   |

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| 37 | <p>Commercial Units - Hours of Operation</p> <p>(a) The hours of operation set for the commercial premises (including servicing) should take into account the operating hours of similar businesses situated in the area concerned.</p> <p>(b) In relation to any premises occupied by a café, restaurant, or drinking establishment or hot food takeaway, businesses shall not be open to customers outside the hours of 07:00 to 23:00.</p> <p>(c) In relation to any premises occupied by a hot food takeaway within 400m of the boundary of a secondary school or sixth form college, including such institutions being within the development site itself, the premises shall not be open to the public before 17:00 (Monday to Friday except bank holidays) and there are no over the counter sales before that time.</p> <p>REASON: To ensure that nearby occupiers are not adversely affected by the development.</p> |
| 38 | <p>Commercial Units - Kitchen Extract</p> <p>A kitchen extract system shall be installed to all areas where hot food is to be prepared. Any extract ducts included shall be acoustically insulated and acoustically isolated from associated fans and the building structure. The discharge point shall be at least 1 metre above the eaves or in other such position as to minimise the likelihood of nuisance to neighbouring premises.</p> <p>REASON: To avoid reduction in amenity or causing nuisance by noise and odour.</p>  |
| 39 | <p>Plant Noise</p> <p>The rating level of the noise emitted from any plant shall not exceed the existing background noise level. The noise level shall be determined at the nearest noise sensitive premises. The measurements and assessments shall be made according to BS4142:2014. 'Method for Rating Industrial and Commercial Sound'.</p> <p>REASON: To safeguard the amenity of adjacent occupiers.</p>  |
| 40 | <p>Commercial Units - Entertainment Areas Noise</p> <p>Noise control measures must be employed within the development such that sound generated within any commercial entertainment areas does not give rise to noise levels exceeding NR30 in the residential accommodation (expressed in terms of the maximum LLeq(1 minute) linear sound pressure level in each octave band).</p> <p>REASON: To safeguard the amenity of residential occupiers.</p>  |

## Informatives

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| 1. | The decision to grant permission and impose any conditions has been taken having regard to relevant policies and proposals in the Development Plan. The local planning authority has worked proactively with the applicant to seek solutions to any problems arising during the course of the application and by granting planning permission for sustainable development has implemented the requirements of the NPPF.  |
| 2. | <p>Flexible Uses</p> <p>In so far as this permission relates to flexible space for retail, financial and professional services, restaurants and cafes, drinking establishments, hot food takeaways at the ground floors of Plots A and C, the applicant is advised that the permission is subject to the provisions of Schedule 2, Part 3, Class V of The Town and Country Planning (General Permitted Development) (England) Order 2015. As such, the flexibility of uses will apply until 10 years from the date of permission.</p>  |
| 3. | <p>During the site works the contractor shall pay full regard to the best practicable means available in respect of the control of noise and dust from the site. In addition, no operations which are audible at the site boundary shall be carried out:</p> <ul style="list-style-type: none"> <li>(i) outside the hours of 0800 to 1800 weekdays</li> <li>(ii) outside the hours of 0800 to 1300 Saturdays, and</li> <li>(iii) at any time on Sundays or Bank Holidays.</li> </ul>   |
| 4. | <p>LCC Recycling Team</p> <p>An advice document on waste and recycling for planning applications is available from <a href="mailto:recyclingteam@liverpool.gov.uk">recyclingteam@liverpool.gov.uk</a>. As a guide for waste capacity we advise on 160L per person/per week so its important that sufficient allocation of space is designated to bin storage areas in communal dwellings.</p> <p>To qualify for an alternate weekly Liverpool City Council domestic waste collection, at least 50% of domestic waste collected is required to be recycling. Any collections over and above their scheduled fortnightly cycle will be chargeable. Liverpool Street Scene Ltd (LSSL) will be able to offer advice on any commercial aspects of the waste management strategy. Presentation points for any communal bin storage arrangements will also need to be agreed with LSSL and appropriate bin storage and ongoing management of bin storage, with clearly designated areas for recycling and general waste, is essential.</p> <p>The Council is able to manage the collection of residual &amp; recyclable waste from underground bins , further details and to discuss options please contact Harvey Mitchell at <a href="mailto:Harvey.Mitchell@lssl.liverpool.gov.uk">Harvey.Mitchell@lssl.liverpool.gov.uk</a></p> |
| 5. | <p>It is an offence to carry out any works within the public highway without permission of the Highway Authority. The grant of planning permission will require the applicant to enter into a S278 Agreement with the Council as Highway Authority. The applicant is advised to contact the Council's Highway Development Control Team by email: <a href="mailto:HDC@liverpool.gov.uk">HDC@liverpool.gov.uk</a> for further advice, to ascertain the details of such an agreement and the information to be provided. For the avoidance of doubt all works shall be carried out by the Council's approved contractor at nil cost to the Council.</p>   |
| 6. | The grant of planning permission shall not be construed as authority to erect scaffolding, hoarding or any other device or apparatus for which a licence must be   |

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|     | sought from the Highway Authority. The applicant is advised to contact the Council's Highway Development Control Team by email: <a href="mailto:lcchighwaysskipsscaffold@liverpool.gov.uk">lcchighwaysskipsscaffold@liverpool.gov.uk</a> for further advice. It should be noted that there is a fee associated with this process.   |
| 7.  | If a street name and/or property numbering is required as part of this development, developers are required to contact Liverpool City Council who are the street naming and property numbering authority to arrange for addresses to be attributed to the development. Developers or property owners cannot attribute property numbers or addresses themselves, these can only be undertaken by the Council. Attributing addresses can take approximately 6 weeks to progress from application therefore applicants must give themselves sufficient time and are advised to make an early application to enable the process to be completed so that an address can be issued and used. In the first instance, the applicant is required to contact the Council's Highway Development Control Team by email: <a href="mailto:HDC@liverpool.gov.uk">HDC@liverpool.gov.uk</a> for further advice on the processes and information requirements. Please note there is a fee for this process which shall be advised upon application. |
| 8.  | The development is located on a highway that is subject to controlled parking. The applicant should be aware that the grant of planning permission does not entitle any resident/occupier of the development to receive a parking permit. No such permits will be issued by the Council to the owners/occupiers/residents of this development in relation to parking on new roads proposed within the application site.   |
| 9.  | The grant of planning permission requires the applicant to seek the implementation of Traffic Regulation Orders necessary to accommodate the development including in relation to the Football Match Parking Zone (FMPZ). All costs incurred by the Highway Authority will be required to be met by the applicant. In the first instance the applicant is requested to contact the Council's Highway Development Control Team by email: <a href="mailto:HDC@liverpool.gov.uk">HDC@liverpool.gov.uk</a> for further advice on the processes and information requirements.  |
| 10. | The application of a cladding systems to the external façade of a building will have to meet a number of key functional and prescriptive Building Regulations depending upon the buildings height and location. The design of the cladding system on your building will have to demonstrate that it has proven structural integrity, that it will not promote fire spread from one part of a building to another part and also not provide a medium for undue fire spread to adjacent buildings or be readily ignited by fires in adjacent buildings. It will also have to resist moisture ingress and meet ever demanding thermal performance criteria.<br>For further advice on such matters, the Council's Building Control team can be contacted via <a href="mailto:building.control@liverpool.gov.uk">building.control@liverpool.gov.uk</a> to offer advice and pre- submission meetings to assist you with the cladding design to your building.   |
| 11. | The applicant is advised that they may find it useful to have a discussion with the council's in house Building Control Service in relation to various parts of the Building Regulations at an early stage, including Parts B (Fire Safety), H (Drainage/Waste Disposal) and M (Access) prior to making an application to them. The council's in house Building Control Service will not charge you for an initial discussion regarding these matters. They can be contacted on 0151 233 0339 or via email <a href="mailto:philip.smith1@liverpool.gov.uk">philip.smith1@liverpool.gov.uk</a> .   |
| 12. | The applicant is advised that any advertisement signage required in connection with the development may require the submission of applications for advertisement  |

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|     | consent.   |
| 13. | <p>Environment Agency Advice</p> <p>The redevelopment of the site may give rise to waste materials and we would therefore offer the following waste management advice.</p> <p>Waste On Site</p> <p>The CL:AIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works is waste or has ceased to be waste. Under the Code of Practice:</p> <ul style="list-style-type: none"> <li>- excavated materials that are recovered via a treatment operation can be re-used on-site providing they are treated to a standard such that they fit for purpose and unlikely to cause pollution</li> <li>- treated materials can be transferred between sites as part of a hub and cluster project</li> <li>- some naturally occurring clean material can be transferred directly between sites</li> </ul> <p>Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on-site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays. We recommend that developers refer to:</p> <ul style="list-style-type: none"> <li>- the position statement on the Definition of Waste: Development Industry Code of Practice</li> <li>- the waste management page on gov.uk</li> </ul> <p>Waste to be taken off site</p> <p>Contaminated soil that is (or must be) disposed of is waste. Therefore, its handling, transport, treatment and disposal are subject to waste management legislation, which includes:</p> <ul style="list-style-type: none"> <li>- Duty of Care Regulations 1991</li> <li>- Hazardous Waste (England and Wales) Regulations 2005</li> <li>- Environmental Permitting (England and Wales) Regulations 2016</li> <li>- The Waste (England and Wales) Regulations 2011</li> </ul> <p>Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standard BS EN 14899:2005 'Characterization of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays. If the total quantity of hazardous waste material produced or taken off-site is 500kg or greater in any 12 month period, the developer will need to register with us as a hazardous waste producer. Please refer to the hazardous waste pages on gov.uk for more information.</p> |
| 14. | <p>Sport England Advice</p> <p>The reserved matters application/s should consider how the overall design and layout of the development can promote healthy lifestyles, including encouraging physical activity and provision of services to meet community needs in accordance with the objectives of the NPPF (paragraph 91 and 92).</p>  |

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|     | <p>Sport England's 'Active Design' guidance <a href="http://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design">www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design</a>, which was prepared jointly with Public Health England, should therefore be considered when developing the design and layout of the scheme.</p>  |
| 15. | <p><b>Merseyside Fire &amp; Rescue Service Advice</b><br/> The plans relating to this application have been examined by Merseyside Fire &amp; Rescue Service as Fire Authority who have advised:<br/> Access for fire appliances should comply with the requirements of Approved Document B5 of the Building Regulations;<br/> Water supplies for fire fighting purposes should be risk assessed in accordance with Section 55 of the County of Merseyside Act 1980 in liaison with water undertakers (United Utilities) with suitable and sufficient fire hydrants supplied for the development proposed.</p> <p>Housing - Housing developments with units of detached or semidetached houses of not more than two floors should have a water supply capable of delivering a minimum of eight litres per second through any single hydrant. Multi occupied housing developments with units of more than two floors should have a water supply capable of delivering a minimum of 20 to 35 litres per second through any single hydrant on the development.</p> <p>Shopping, offices, recreation and tourism - Commercial developments of this type should have a water supply capable of delivering a minimum flow of 20 to 75 litres per second to the development site.</p>  |
| 16. | <p><b>United Utilities Advice</b><br/> It is the applicant's responsibility to investigate the possibility of any United Utilities' assets potentially impacted by their proposals and to demonstrate the exact relationship between any United Utilities' assets and the proposed development. Should this planning application be approved the applicant should contact United Utilities regarding a potential water supply or connection to public sewers. Additional information is available on our website <a href="http://www.unitedutilities.com/builders-developers.aspx">http://www.unitedutilities.com/builders-developers.aspx</a><br/> UU has provided the applicant with advice in relation to</p> <ul style="list-style-type: none"> <li>- water supply and connections</li> <li>- the water main crosses the site. UU has provided the applicant with advice in relation to maintaining unrestricted access for UU in operating and maintaining it, and confirmed that UU will not permit development over or in close proximity to the main. UU's Standard Conditions for Works Adjacent to Pipelines has been provided.</li> <li>- A number of public sewers crossing the site. UU has advised the applicant of the restrictions in relation to this.</li> </ul> <p>For advice regarding protection of United Utilities assets, the applicant should contact the teams as follows:<br/> Water supply and water assets - <a href="mailto:DeveloperServicesWater@uuplc.co.uk">DeveloperServicesWater@uuplc.co.uk</a><br/> Wastewater assets - <a href="mailto:WastewaterDeveloperServices@uuplc.co.uk">WastewaterDeveloperServices@uuplc.co.uk</a><br/> To purchase a sewer and water plan from United Utilities, please visit the Property Searches website; <a href="https://www.unitedutilities.com/property-searches/">https://www.unitedutilities.com/property-searches/</a></p> |