



The People's Project

Goodison Park Legacy Project
Planning Statement
March 2020

GOODISON PARK LEGACY PROJECT

Everton Stadium Development Limited

PLANNING STATEMENT

March 2020



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Executive Summary

CBRE Limited, on behalf of Everton Stadium Development Limited (hereafter referred to as 'Everton' or 'the Club'), has prepared this Planning Statement in support of an application for outline planning permission (all matters reserved) for the demolition of the existing stadium at Goodison Park and redevelopment of the site for a mix of uses.

Everton is proposing to relocate from its current stadium at Goodison Park, where it has played football since 1892. The proposed redevelopment of the existing stadium site is part of the Club's redevelopment plans which are referred to as 'The People's Project' and comprise:

1. The development of a new 52,888 seated capacity stadium predominantly for football use (with the ability to host other events) with associated facilities and infrastructure at Bramley-Moore Dock (BMD); and
2. Demolition of the existing Goodison Park stadium and redevelopment of the site for a mixed-use development, including housing, commercial space, community / retail use and open space, referred to as the 'Goodison Park Legacy Project' (GPLP).

This Statement relates to part 2 of The People's Project only.

THE SITE

The site is located within the County ward of North Liverpool, approximately 2.9km to the north-east of the proposed new stadium at BMD.

The application site extends to 3.39ha and comprises the football stadium of Everton Football Club and associated facilities, including car parking, ticket sales, catering, hospitality areas, office space and food and beverage retail concessions.

The existing stadium development is situated within a tight urban grain, surrounded by residential uses in the form of 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.

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

Goodison Road forms the western boundary, with rows of terraces on the western side of the road facing the Goodison Road Stand of the stadium.

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.

The application site comprises the stadium and associated access and car parking. The stadium is used for football games but the hospitality areas are also available for conferences, weddings, meetings and other events.

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.

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The stadium has a current capacity of 39,572. The pitch occupies a north-south orientation and is surrounded by four stands of varying ages.

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.

The Club’s presence in this area of North Liverpool extends beyond the boundaries of the application site. The buildings associated with Everton in the Community (EitC), the Club’s charity, are situated to the south-west of the site and the charity also owns a couple of terraced properties in the area. These ownerships form the current campus of EitC, which represents a significant investment in the local area.

PROPOSED DEVELOPMENT

The description of the proposed development is as follows:

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

This outline planning application reserves all matters (Access, Appearance, Landscaping, Layout and Scale) for future consideration.

The submitted illustrative masterplan demonstrates how the quantum of development can be accommodated on the site, with the intention for built development to occupy the perimeter of the site, surrounding a central area of open space to represent the existing football pitch.

The following table establishes the proposed accommodation schedule for the Goodison Park Legacy Project.

Proposed Accommodation Schedule

BLOCK	PROPOSED USE	MAX FLOORSPACE / DWELLINGS
Block A	Retail (A1)	532 sq.m GEA
	A2/A3/A4/A5	644 sq.m GEA
Block A	Residential (C3)	96 residential units
Block 1B	Non-Residential Institution (D1)	4,283 sq.m GEA
Block 2B	Retail (A1)	552 sq.m GEA
	Restaurants and cafés (A3)	635 sq.m GEA
Block 1C	Residential (C3)	15 residential units
Block 2C	Residential (C3)	41 residential units
Block 1D	Financial and professional services (A2)	188 sq.m GEA
	Business (B1)	3,160 sq.m GEA

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BLOCK	PROPOSED USE	MAX FLOORSPACE / DWELLINGS
Block 2D	Financial and professional services (A2)	205 sq.m GEA
	Business (B1)	1,602 sq.m GEA
Block 1E	Residential (C3)	11 residential units
Block 2E	Residential (C3)	10 residential units
Block F	Non-Residential Institution (D1)	2,596 sq.m GEA
Block G	Residential Institution (C2)	5,863 sq.m GEA
Block H	Non-Residential Institution (D1)	3,119 sq.m GEA

In terms of storey heights, the blocks range from two storeys (Block 2B) to seven storeys (part of Block 1D).

Bramley-Moore Dock

The first part of The People's Project comprises the development of a new stadium at Bramley-Moore Dock. Concurrently to developing initial plans for the redevelopment of Goodison Park, the Club has also progressed with plans for the new stadium site to inform a detailed planning application.

The Club is proposing the development of a 52,888 seated capacity stadium with associated facilities and infrastructure at Bramley-Moore Dock (BMD). The proposed stadium is to be predominantly for football use but with the ability to host other events.

In addition, the Grade II listed Hydraulic Engine House is to be restored and intended to function as an exhibition space, the start/end point for the River Walk through the docks towards the city centre (once Liverpool Waters is developed), part of the stadium tour and as a small café / coffee shop.

On a non-match, non-event day, the site will remain open to the public. Crucially, therefore, as a result of the proposed development the BMD site will be accessible to all throughout the year, thus opening up a currently inaccessible part of the World Heritage Site and Stanley Dock Conservation Area.

Although not the subject of this planning application, the above proposals should be considered alongside the stadium development as the two collectively form 'The People's Project'.

CONSULTATION

Throughout the pre-application process, the applicant has engaged with numerous statutory consultees, key stakeholders and the local community. This includes consultation with Liverpool City Council (LCC), Historic England, Environment Agency, Natural England, the Merseyside Environmental Advisory Service and United Utilities.

In addition, a two-stage public consultation has been held, which consulted the City Region about The People's Project. Over 20,000 people responded during the first stage (November – December 2018), which focused on the principle of the relocation of the Club to BMD. The key findings are:

- **97%** of respondents stated that it was important for Everton Football Club to remain in the City of Liverpool;

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- **86%** of respondents stated that Everton should remain in North Liverpool; and
- **95%** of respondents agreed that Goodison Park should be developed as a community legacy project.

Over 43,000 people participated in the second stage consultation (July-August 2019). Key findings relating to the GPLP are as follows:

- **91%** of respondents supported / strongly supported the proposed mix of uses at Goodison Park; and
- **92%** of respondents supported / strongly supported the proposed design & layout of the development.

Finally, respondents to the second stage public consultation were asked whether, in light of the information provided about The People's Project and its potential impacts and benefits, they would prefer to see the continuation of The People's Project or for the dock (BMD) to be left in its current state. In response:

- **96%** favoured the continuation of The People's Project;
- **2%** had no preference;
- **1%** preferred not to say; and
- **1%** preferred to leave the dock in its current state.

Of note, a statistically significant number of responses came from people who are not Everton fans or who do not follow football at all, demonstrating significant and ongoing support for The People's Project as a whole.

PLANNING POLICY

Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town & Country Planning Act 1990 require planning applications to be determined in accordance with the statutory development plan, unless material considerations indicate otherwise.

The statutory development plan for Liverpool City Council currently comprises:

- Liverpool Unitary Development Plan (UDP) (adopted 2002); and
- Joint Merseyside & Halton Waste Local Plan (adopted 2013).

Other material considerations include:

- Local Guidance: including Supplementary Planning Documents / Supplementary Planning Guidance (SPGs);
- Emerging Policy;
- National Policy / Guidance: including the National Planning Policy Framework (NPPF, 2019); and
- Economic Strategies.

Generally, the proposed development is considered to be in compliance with the statutory development plan.

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A key material consideration in this case is the National Planning Policy Framework (NPPF). The NPPF (para. 11d) states that where there are no relevant development plan policies, or the policies most important for determining the application are out-of-date, permission should be granted, unless:

- i. the application of policies in the NPPF which protect areas or assets of particular importance provide a clear reason for refusing the development proposed; or
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against NPPF policies as a whole.

The 'most important' policies for determining the application relate to housing, given the allocation of the site and the type of development proposed.

The policies relating to housing within Liverpool's statutory development plan are considered to be out-of-date. This is in part due to the expiration of the plan period to which these policies relate, with the housing delivery policy only covering the period 1986 to 2001 (Policy GEN4 and Policy H1). The housing policies also do not reflect the NPPF in terms of ensuring that strategic policies are informed by an assessment of local housing need. Furthermore, the statutory development plan does not identify a sufficient supply of sites to demonstrate a five year housing land supply based on the strategic requirements, with appropriate buffer identified. The housing policies are therefore considered to be out-of-date and inconsistent with the NPPF.

Therefore, CBRE concludes on the basis of the above that paragraph 11d of the NPPF is engaged.

PUBLIC BENEFITS

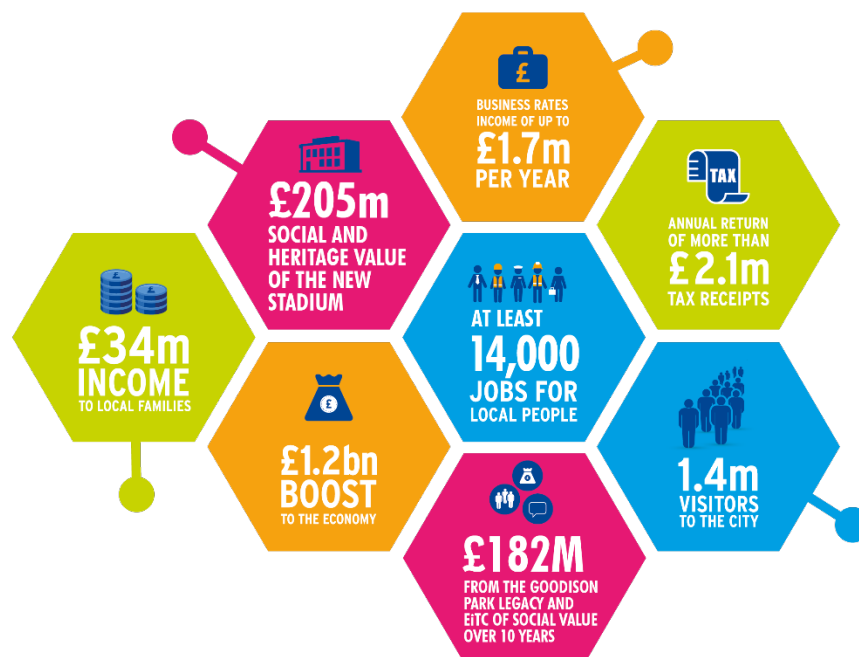
The People's Project will generate benefits in terms of the environment, social value, the economy, heritage assets and equality / diversity, which can all be considered 'public benefits'.

This Planning Statement has demonstrated that the socio-economic benefits of The People's Project are anticipated to have a far-reaching geographical impact, going beyond the LCC administrative boundary to benefit the City Region and North West. The benefits are particularly transformational when considering the impact they will have upon priority regeneration areas, which include some of the most deprived parts of North Liverpool and the UK.

This Statement, and the reports which accompany this submission, have demonstrated that The People's Project will have impacts which transcend the physical development of a stadium building and redevelopment of an existing stadium site. The catalytic impact associated with bringing forward development in the Ten Streets Strategic Regeneration Framework area and accelerating the development of a part of Liverpool Waters which was initially proposed to be the last phase of development, together with The People's Project itself, represents a generational opportunity to invest in, and transform, North Liverpool.

Therefore, it is concluded that the public benefits are substantial. The following summarises the social and economic benefits associated with The People's Project:

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Source: CBRE

PLANNING ASSESSMENT

Section 9.0 of this Planning Statement considers the compliance of the proposed development with the statutory development plan and other material considerations, in terms of the principle of the development; its design, including townscape & visual impact and daylight, sunlight and overshadowing; and other environmental effects, including transport, noise, air quality, ground conditions, flood risk, archaeology, built heritage and ecology.

The potential environmental effects of the development have been fully assessed during the Environmental Impact Assessment process, as documented in the submitted Environmental Statement and accompanying technical appendices.

Where an adverse impact has been identified, a series of mitigation measures have been proposed to reduce the impact.

As detailed in the submitted Design & Access Statement, the design principles which have informed the illustrative masterplan include the desire to create a memory of the stadium, retaining a representation of the pitch, as the recognised 'special space', surrounded by built form.

The design changes which have been made have reflected the need to respond to the local character and area, including the proximity of the site to the Grade II* Registered Parks & Gardens of Anfield Cemetery and Stanley Park. Design changes have included a reduction in the height of the proposed residential blocks fronting Walton Lane (Block A) to six storeys in height.

Regarding Daylight, Sunlight & Overshadowing, the effects of the proposed scheme on the daylight and sunlight to the existing neighbouring receptors have been considered and overall the proposed development will have major beneficial effects upon some residential properties, as the proposed development causes a lesser obstruction than that caused by the existing stadium massing.

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CONCLUSIONS

As demonstrated in this Statement and the submitted Environmental Statement, the proposed development complies with the statutory development plan as a whole.

As detailed above, paragraph 11(d) of the NPPF is engaged as the policies of the statutory development plan which are most important to determining the application - those that relate to housing - are considered to be out-of-date.

In accordance with paragraph 11d(i) of the NPPF, the application of Framework policies does not provide a 'clear reason' for refusing the development.

It is also concluded that there are no adverse impacts which would significantly and demonstrably outweigh the identified benefits (paragraph 11d(ii)).

Therefore, as directed by the NPPF presumption in favour of sustainable development (paragraph 11), the Applicant invites Liverpool City Council's positive determination of the planning application.

Positive determination of this application is the first step in delivering transformational change in North Liverpool, as part of The People's Project.

1.0 Introduction

- 1.1 CBRE Limited, on behalf of Everton Stadium Development Limited (hereafter referred to as 'Everton' or 'the Club'), has prepared this Planning Statement in support of an application for outline planning permission (all matters reserved) for the demolition of the existing stadium at Goodison Park and redevelopment of the site for a mix of uses.
- 1.2 Everton is proposing to relocate from its current stadium at Goodison Park, where it has played football since 1892. The proposed redevelopment of the existing stadium site is part of the Club's redevelopment plans which are referred to as 'The People's Project' and comprise:
 1. The development of a new 52,888 seated capacity stadium predominantly for football use (with the ability to host other events) with associated facilities and infrastructure; and
 2. Demolition of the existing Goodison Park stadium and redevelopment of the site for a mixed-use development, including housing, commercial space, community / retail use and open space, referred to as the 'Goodison Park Legacy Project' (GPLP).
- 1.3 This Statement relates to part 2 of The People's Project only.

THE APPLICANT

- 1.4 Everton was founded in 1878 and was one of the founding members of the Football League in 1888. When football was transformed by the formation of the Premier League in 1992, Everton was again one of its founding members.
- 1.5 The Club's current stadium, Goodison Park, was the first major football stadium to be built in England and opened in 1892.
- 1.6 The Club is situated in Liverpool and competes in the top tier of English football, the English Premier League. The Club is one of the top five most successful English clubs and has won the FA Cup five times and the UEFA Cup Winners Cup once. The Club has been in the top division of English football for over 100 years.
- 1.7 The Club's most successful period was during the mid-1980s, when the Club secured two league titles – a FA Cup and European Cup Winners Cup – under the management of Howard Kendall.
- 1.8 Since it was founded, the Club has paved the way for many changes in English football, being the first club to have a four-sided stadium with two-tier stands, the first to issue a regular match day programme for home fixtures, the first to wear numbers on the back of shirts and the first to install key features such as dugouts, undersoil heating and scoreboards.
- 1.9 The Club is known as 'The People's Club', reflecting its commitment to its supporter base and local community through inclusiveness and accessibility. This is a philosophy that the Club feels that everyone connected to the Club can share. Community engagement is noted as a key part of the Club's operations and has been demonstrated through the work undertaken to date on The People's Project.
- 1.10 Although the Goodison Park stadium has been adapted significantly over the years, the inadequacies of Goodison Park, which are detailed in Section 3.0 of this Planning Statement, alongside the future aspirations of the Club, has necessitated the relocation to a new stadium site.

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- 1.11 The search for the new stadium started around 1998¹ and following several attempts to relocate, the Club is now progressing with a planning application for a new stadium at Bramley-Moore Dock (BMD).
- 1.12 However, the Club means more than just football and is important for both fans and non-fans. Everton in the Community (EitC) is the official charity of the Club and was founded in 1988. The charity is run by 120 full time staff and 160 volunteers, offering more than 40 programmes covering a range of social issues. EitC has invested significantly in the area surrounding Goodison Park. Further details are provided in Section 4.0 of this Statement.
- 1.13 The proposed relocation of the Club to BMD presents an opportunity to redevelop the existing stadium site for an alternative use, building on the EitC developments already operating or programmed for the area.

THE BRIEF

- 1.14 The proposed redevelopment of Goodison Park and the proposed stadium at BMD have been shaped by the 11 Principles of the Club. These principles were established by the Senior Executive Team of the Club and leading design team advisors and were signed off by the Club Board. The Club then consulted on these principles (see Statement of Community Engagement for further information). The principles were then used as a brief for The People's Project, informing proposals for both BMD and the GPLP. These principles demonstrate that the People's Project transcends beyond simply delivering a new football stadium, in terms of target beneficiaries, geographic reach and social, economic and environmental impact. The principles can be summarised as follows:
 1. **Our Fortress:** To create a great place to play football, which facilitates and amplifies a compelling home advantage, inspiring the players. The stadium will promote sporting excellence and deliver one of the most atmospheric venues in world football;
 2. **A new home for Everton:** To replicate the best characteristics of Goodison while providing improved, modern facilities which meet and surpass the expectations of fans. This includes an iconic home end, a design which celebrates the Club's history and an environment surrounding the stadium which will encourage people to congregate and socialise;
 3. **A platform for growth:** To address the demand for tickets and provide more variety in the hospitality provision. The new stadium will enable financial growth of the Club, including through securing a naming rights partner and improving broadcasting potential;
 4. **The People's Club:** To listen to, and work with, fans and the local community throughout the process. The new stadium will provide dedicated facilities for families and young fans, as well as being exemplar in terms of the facilities and accessibility provision for those with disabilities;
 5. **An iconic landmark for Liverpool:** To develop an iconic, world-class stadium at BMD that challenges the conventions of stadium design;
 6. **Easy to get to, easy to get home:** To ensure that the stadium is accessible by public transport, through consultation with Liverpool City Council (LCC), the Combined Authority, Merseytravel and other service providers;

¹ Summary Proof of Evidence of Robert Elstone, Everton Football Club Company Limited for appeal reference APP/V4305/V/08/1203375 (document reference TEV/S/8, para. 13.4).

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7. **A legacy for Goodison Park:** To leave a lasting, positive legacy for the area. The Club intends to build upon the work of EitC and will demonstrate the Club's continued commitment to the area;
 8. **Respecting Heritage:** To ensure that the development is sensitive to the history and significance of the BMD site. The Club is committed to working with heritage groups to ensure that the developments considers the history of the site and preserve key structures at BMD, such as the Grade II listed Hydraulic Engine House. The development must encourage visits to the area, enabling the local community to benefit from the development;
 9. **Harnessing the environment:** To ensure that the stadium is environmentally efficient in design and construction and operationally efficient. The carbon footprint of the stadium will be minimised from construction onwards;
 10. **Embracing technology:** To create a unique entertainment experience which also uses technology to improve the pitch and players' experiences before and after matches; and
 11. **The right deal for Liverpool:** To maximise the potential created by this regeneration opportunity in North Liverpool – both at BMD and the legacy project at Goodison Park. The new stadium will build upon development taking place elsewhere and act as a catalyst for future regeneration.
- 1.15 Further details of the Club's Brief for the legacy project at Goodison Park are provided in the Design & Access Statement (DAS), prepared by Condry Lofthouse Architects, which accompanies this planning application.

APPLICATION CONTENT

- 1.16 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town & Country Planning Act 1990, this Planning Statement assesses the acceptability of the proposed development with regard to the statutory development plan and other relevant material considerations.
- 1.17 The Applicant has voluntarily submitted a full Environmental Impact Assessment (EIA), under the 2011 Regulations, following submission of a Scoping Request to Liverpool City Council (LCC) on the 15th May 2017. A response was received on the 7th July 2017.
- 1.18 The application comprises the following documents:

Figure 1.1: Planning Application Documents

REPORT TITLE	PREPARED BY
Application form for outline planning permission with all matters reserved	CBRE Limited
Application covering letter	CBRE Limited
Planning Statement	CBRE Limited
Full suite of planning application drawings	Condry Lofthouse Architects
Design & Access Statement	Condry Lofthouse Architects
Statement of Community Engagement	Influential
Social Value Assessment	Real Worth
Environmental Statement, including the following technical chapters / reports	
Transport	Mott MacDonald

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Air Quality	WYG
Noise & Vibration	WYG
Daylight, Sunlight & Overshadowing	Anstey Horne
Townscape & Visual Impact	WYG
Built Heritage	KM Heritage
Ground Conditions & Contamination	WYG
Water Resources & Flood Risk	WYG
Archaeology	Oxford Archaeology North
Ecology	WYG
Socio-Economics	CBRE Limited

STRUCTURE OF DOCUMENT

1.19 The remainder of the Planning Statement is structured as follows:

- **Section 2.0 – Application Site Context:** describes the application site, including statutory and non-statutory designations, the wider location and planning history;
- **Section 3.0 – Background to the Proposed Development:** provides the history of Goodison Park and details of its limitations and details the Club's search for a new stadium site;
- **Section 4.0 – Application Proposals:** details the proposed quantum of development, different uses proposed and the parameters of the development (maximum height, building blocks etc.);
- **Section 5.0 – Proposed New Stadium:** describes the development proposed at BMD in relation to the new stadium development;
- **Section 6.0 - Pre-Application Consultation:** summarises the key aspects of the pre-application consultation undertaken by the applicant;
- **Section 7.0 – Planning Policy and Guidance:** status of the statutory development plan and lists of relevant policies, guidance and strategies;
- **Section 8.0 – Public Benefits:** summarises the social, economic and environmental benefits of the Goodison Park Legacy Project;
- **Section 9.0 – Planning Considerations:** examines the other aspects of the proposed development which should be considered in the planning balance; and
- **Section 10.0 – Summary Conclusions:** draws together the various assessments to conclude on the overall acceptability of the proposal from a planning perspective.

1.20 A detailed description of the application site and surrounds is therefore provided in the next section.

2.0 Application Site Context

THE APPLICATION SITE

- 2.1 The application site extends to 3.39ha and comprises the football stadium of Everton Football Club and associated facilities, including car parking, ticket sales, catering, hospitality areas, office space and food and beverage retail concessions. The site is located at National Grid Reference SJ 35897 93976.
- 2.2 The site is located within the County ward of North Liverpool, approximately 2.9km to the north-east of the proposed new stadium at BMD.
- 2.3 The existing stadium development is situated within a tight urban grain, surrounded by residential uses in the form of terraced housing.
- 2.4 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.
- 2.5 The southern site boundary is formed by Walton Lane (A580), beyond which lies the Grade II* Registered Stanley Park.
- 2.6 Goodison Road forms the western boundary, with rows of terraces on the western side of the road facing the Goodison Road Stand of the stadium.
- 2.7 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.

Access

- 2.8 The predominant access to the site is from Goodison Road at the south-west corner of the site. This provides vehicle and pedestrian access to the stadium building and leads to a car parking area situated in the southern part of the site, which can accommodate 300 cars on non-match days. On a non-match day, the parking area is used by staff and visitors. On a match-day the capacity of the car park is reduced to around 150 vehicles to accommodate the Everton Fan Zone as well as broadcasting / media vehicles.
- 2.9 Vehicles can also access this area from the east, off Bullens Road.
- 2.10 Pedestrians can access the building from this car parking area and also further north along Goodison Road, via the reception located between Neston Street and Eton Street.
- 2.11 An additional pedestrian access point is located at the north-eastern corner of the site, at the corner of Gwladys Street and Bullens Road. This provides an entrance to The Toffee Shop, which is one of the Club's merchandise shops.
- 2.12 On a match day, visitors access the stadium via turnstiles and entrances on all four sides of the stadium, providing access from the adjoining roads into each stand.

Use

- 2.13 The application site comprises the stadium and associated access and car parking. The stadium is used for football games but the hospitality areas are also available for conferences, weddings, meetings and other events.

Application Site Context

- 2.14 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 England².
- 2.15 The stadium has a current capacity of 39,572. The pitch occupies a north-south orientation and is surrounded by four stands of varying ages:
- Goodison Road stand (west): 1970-71
 - Gwladys Street stand (north): 1938, substantially modified in 1986
 - Bullens Road stand (east): 1926, substantially modified in 1963
 - Park End Stand (south): 1993-4

SURROUNDING AREA

- 2.16 The application site is within a residential area. The predominant house type is terraced housing, with adjoining terraces aligned horizontally (east-west). The majority of parking is on-street.
- 2.17 An exception to this pattern is Leta Street, leading to Mere Green, both of which are located to the north of the application site and are flanked by more modern bungalows and semi-detached housing with some driveway provision.
- 2.18 The Club's presence in this area of North Liverpool extends beyond the boundaries of the application site. The buildings associated with Everton in the Community are situated to the south-west of the site and the charity also owns a couple of terraced properties in the area. These ownerships form the current campus of EitC. EitC has invested significantly in the area surrounding Goodison Park, including the following developments:
- **The Everton Free School & Sixth Form College, Spellow Lane:** school for alternative education for people aged 14-16 years who are at risk of exclusion or who have been permanently excluded from school;
 - **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 matchdays; and
 - **The People's Place, Spellow Lane:** a proposed new drop-in mental health facility (planning application pending determination).
- 2.19 Gwladys Street Primary and Nursey School is situated to the east of the site, beyond Bullens Road.
- 2.20 At the south-east corner of the site is a triangular plot of land bound by Walton Lane, Diana Street and Bullens Road. This site is the subject of a recent planning application to erect a part four, part five storey block comprising 106 flats, with associated parking and landscaping (application reference 18F/1316). The application was approved at Planning Committee on the 6th August 2019, subject to a legal agreement. A Decision Notice is pending for the application.
- 2.21 Anfield Cemetery, a Grade II* Registered Park and Garden (listing reference 1000993) is situated to the south-east of the site, with Stanley Park (Grade II* Registered Park and Garden,

² Everton FC website: <https://www.evertonfc.com/club/history/history-of-goodison-park>. Accessed 13/10/2019.

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reference 1001000) located to the south of the site. Walton Hall Park, an area of open space, is situated to the north east of the application site.

- 2.22 Anfield, the stadium which hosts Liverpool Football Club, is located beyond Stanley Park, approximately 750m to the south-east of the application site.
- 2.23 County Road District Centre is situated approximately 230m to the west of the site. This centre contains a number of retail units, salons, takeaways and financial & professional services.
- 2.24 Kirkdale station is the nearest Merseyrail station to the application site, approximately 1km to the west of the site. Kirkdale is located on the Northern Line and provides access to Ormskirk and Kirkby to the north-east and the city centre and rest of the network to the south.

DESIGNATIONS

- 2.25 The following designations are applicable to the application site and surrounding area. Further details of these designations can be found in the submitted Environmental Statement.

Site

- 2.26 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.
- 2.27 The site is at low risk of flooding, situated wholly within Flood Risk Zone 1.

Surrounding Area

- 2.28 The following are designated ecological sites within a 10km area surrounding the application site:
 - Dee Estuary Special Area of Conservation (SAC) and Special Protection Area (SPA);
 - Sefton Coast SAC;
 - Ribble & Alt Estuaries SPA and Ramsar Site;
 - Mersey Estuary SPA and Ramsar Site;
 - Mersey Narrows & North Wirral Foreshore SPA and Ramsar Site and Sites of Special Scientific Interest (SSSIs);
 - Liverpool Bay SPA; and
 - Melrose Cutting, Leeds-Liverpool Canal and Loop Line Local Wildlife Sites (LWS).
- 2.29 The following are statutory heritage designations within a 1km radius of the application site (excluding the Certificate of Immunity designation for Goodison Park):

Figure 2.1: Statutory heritage designations within 1km of site

NAME	LISTING	LIST ENTRY NUMBER
Anfield Cemetery	Park and Garden Grade: II*	10009931
Stanley Park, Liverpool	Park and Garden Grade: II*	1001000
Mortuary to Right of Entrance to Churchyard	Grade: II	1062574
Anfield County Girls Secondary School (Old Building Only)	Grade: II	1280792
Annot St Mary Primary School	Grade: II	1246239

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Bridge Over Lake	Grade: II	1359844
Priory Road Entrance to Anfield Cemetery	Grade: II	1365824
No. 238, Lodge to Anfield Cemetery	Grade: II	1025267
Church of St Mary	Grade: II	1062573
63, Walton Road	Grade: II	1360214
Lodge on Anfield Road Lodge to Stanley Park	Grade: II	1063332
South Catacomb	Grade: II	1068391
Terrace to North of Screen Wall	Grade: II	1218028
McLennan Monument to North West of Crossing of Main Paths	Grade: II	1205269
Westminster Road Former Fire/Police Station	Grade: II	1392283
Pavilion at West End of Main Section of Screen Wall	Grade: II	1218013
Walton Lane Entrance to Anfield Cemetery	Grade: II	1062570
Bridge to North of East End of Lake	Grade: II	1063333
Main Entrance to Anfield Cemetery	Grade: II	1025284
9 And 11, Anfield Road	Grade: II	1068392
Rainbow House	Grade: II	1392988
Milepost on Corner of Tetlow Street	Grade: II	1062571
Glebe Hotel	Grade: II	1068299
Lansdowne House	Grade: II	1072971
Roseneath Cottage	Grade: II	1356296
Conservatory	Grade: II	1359843
Boathouse on The East Side of The Lake in Stanley Park	Grade: II	1292134
Shelter at East End of Park	Grade: II	1063298
No. 302, Lodge to Anfield Cemetery	Grade: II	1062568
The Old Rectory (Now Part of High School)	Grade: II	1360215
Crematorium at Anfield Cemetery	Grade: II	1072972
Pavilion at East End of Main Section of Screen Wall	Grade: II	1063330
North Catacomb	Grade: II	1068390
Bridge at East End of Lake	Grade: II	1292166
Bridge to East of Pavilion	Grade: II	1063334
39 and 41, Anfield Road	Grade: II	1356297
Sandstone wall all round Churchyard, with one entrance on County Road, one at the junction of County Road and Church Lane, and one on Walton Village.	Grade: II	1206254
No. 304, Lodge to Anfield Cemetery	Grade: II	1062569
Screen Wall	Grade: II	1359842
Post Office	Grade: II	1062572
No. 242, Lodge to Anfield Cemetery	Grade: II	1365823
Old School House	Grade: II	1068300
Shelter to South East of Lake	Grade: II	1218067
Bandstand in Front of Conservatory	Grade: II	1292149

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South Chapel	Grade: II	1356295
35 And 37, Anfield Road	Grade: II	1280797
59-73, Barlow Lane	Grade: II	1356260
Hearse House to Right of Entrance to Churchyard	Grade: II	1218441
Bridge to North West of Pavilion to East of Lake	Grade: II	1063297
Sundial in Churchyard 10 Metres south of South Porch of St Mary's Church	Grade: II	1291961
Church of St John The Evangelist	Grade: II	1068245
Cherry Lane Entrance to Anfield Cemetery	Grade: II	1280396
43 and 45, Anfield Road	Grade: II	1205323
Notre Dame Catholic College	Certificate of Immunity Grade: null	1396640
Hope Valley Community Primary School	Certificate of Immunity Grade: null	1396641

Source: Historic England website

PLANNING HISTORY

- 2.30 The following table documents the planning history of the application site, dating from 2000 onwards. The applications recorded in blue text in the table below relate to off-site works which are associated with the Applicant and/or the use of Goodison Park as a football stadium.

Figure 2.2: Planning History

APPLICATION REFERENCE NUMBER	ADDRESS	APPLICANT	DESCRIPTION OF DEVELOPMENT	DECISION
19DIS/0910	Everton Football Club Goodison Road Liverpool L4 4EL	Everton Football Club	To discharge condition 3 and 4 attached to 18F/1031	Registered 08/04/2019
19F/0188	Everton Football Club Co Ltd Goodison Road Liverpool L4 4EL	Everton Football Club Company Limited	To install compactor housing with associated works.	Approved 11/03/2019
18F/1031	Everton Football Club Co Ltd Goodison Road Liverpool L4 4EL	Everton Football Club	Highway works at the junction of City Road, Goodison Road and Gwladys Street to create pedestrianised area and install a 3 figure sculpture.	Approved 11/07/2018
18A/0901	Everton Football Club Co. Ltd. Goodison Road Liverpool L4 4EL	Everton Football Club Co Ltd	To display 2 gate entrance number signs, 2 wheelchair access signs and 2 map signs.	Approved 21/05/2018
18F/0838	Everton Football Club Co. Ltd. Goodison Road Liverpool L4 4EL	Everton Football Club	To extend and make alterations to improve access (including disabled access), lifts, stairwells, concourse alterations, disabled viewing platform, amenity provisions and associated works.	Approved 14/05/2018
17A/3390	Everton Football Club Co Ltd Goodison Road Liverpool L4 4EL	Everton Football Club	To display mural.	Approved 25/01/2018

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17F/2149	Everton Football Club Co Ltd Goodison Road Liverpool L4 4EL	Everton Football Club Co Limited	To Change use of Land from Parking to Fan Zone and erect double conic canopy to fan zone and erect toilet block; install mesh fencing, double leaf gate and single left gate to form waste area, install new waste compactors and one standard bin.	Approved 05/10/2017
17F/1273	Goodison Park Goodison Road Liverpool L4 4EL	Everton Football Club	To extend and make alterations to Goodison Park to provide improved access (including disabled access), lifts, stairwells, concourse alterations, disabled viewing platform, amenity provisions and associated works.	Approved 21/08/2017
17A/1274	Goodison Park Goodison Road Liverpool L4 4EL	Everton Football Club	To display 1 internally illuminated Everton Logo and 2 directional signs	Approved 07/07/2017
16F/1840	255-263 Walton Lane Liverpool L4 5RH	Gauld Property Partnership LLP	To use temporary match day parking as a football match day 'Fan Zone' to include office/first aid, food and beverage preparation and service, merchandise, cafe and betting kiosks, together with associated kiosks and structures, including shelter and stage and open mesh security fencing and gate.	Approved 14/10/2016
16DIS/2331	Everton Football Club Co Ltd Goodison Road Liverpool L4 4EL	Everton Football Club	To discharge condition 3 attached to 16F/1550	Condition Discharged 05/10/2016
16F/1550	Everton Football Club Co Ltd Goodison Road Liverpool L4 4EL	Everton Football Club	To re-clad existing facade and erect new tower structure, graphic panel and lighting.	Approved 22/08/2016
16A/1558	Everton Football Club Co Ltd Goodison Road Liverpool L4 4EL	Everton Football Club	To display 3 fascia signs, LED banner "welcome" sign.	Approved 22/08/2016
14F/2803	Everton Football Club Co Ltd Goodison Road Liverpool L4 4EL	Everton Football Club Co Ltd	To install 5 ticket office windows with associated shutters.	Approved 11/02/2015
14A/2795	Everton Football Club Co Ltd Goodison Road Liverpool L4 4EL	Everton Football Club	To display high level internally illuminated fascia sign.	Approved 30/01/2015
14A/2797	Everton Football Club Co Ltd Goodison Road Liverpool L4 4EL	Everton Football Club Co Ltd	To display 4 fascia signs comprising several individual plaques.	Approved 13/01/2015
14F/2539	Everton Football Club Co Ltd Goodison Road Liverpool L4 4EL	Everton Football Club Co Limited	To erect two generator housings, 1 no. to floor level on Goodison Place; 1 no. adjacent to Active Family Centre and existing car park.	Approved 17/12/2014
14F/0322	Everton Football Club Co Ltd Goodison Road Liverpool L4 4EL	Everton Football Club	To install ATM Machine.	Approved 15/04/2014
14A/0323	Everton Football Club Co Ltd Goodison Road Liverpool L4 4EL	Everton Football Club	To display illuminated ATM sign.	Approved 15/04/2014

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13F/2809	Everton Football Club Goodison Park Goodison Road Liverpool L4 4EL	Everton Football Club Co Ltd	To re-site Dixie Dean monument (at corner of Spellow Lane and Walton Lane) and remodel boundary wall.	Approved 08/01/2014
13A/0100	Everton Football Club Co Ltd Goodison Road Liverpool L4 4EL	City Outdoor Ltd	To display mega 6 back lit advertisement hoarding to replace existing.	Approved 04/04/2013
10F/2196	Everton Football Club, Goodison Road, Liverpool, L4	Everton Football Company Ltd.	To erect a four-storey building comprising ground floor retail/merchandising/ticketing, first floor cafe/conferencing facilities/football museum, second floor offices, third floor hospitality facilities, and the installation of 2 LCD video screens on side elevations, together with associated external works, on land at the corner of Walton Lane/Spellow Lane	Approved 17/11/2010
10F/1656	Everton Football Club, Goodison Park, Liverpool, L4 4EL	Everton Football Club Co. Ltd.	To vary condition no. 1 attached to permission 08F/1949 to retain hospitality marquee for a further two years	Approved 27/08/2010
09LE/1303	Gwladys Street School, Gwladys Street, Liverpool, L4	Everton FC	Application for Certificate of Lawfulness for use of school playground for car parking in connection with Everton Football Club	Granted 15/09/2009
08F/1949	Everton F.C. Co. Ltd., Goodison Road, Liverpool 4	Everton Football Club Ltd.	To vary condition 3 attached to permission 06F/1889 so as to retain the hospitality marquee in Park End car park for a further 2-year period, and to make marquee available to Liverpool FC for use on their match days	Approved 27/02/2009
07A/2755	Everton Football Club, Goodison Park, Goodison Road, Liverpool, L4	Everton Football Club	To display banner sign	Approved 17/12/2007
06F/1889	Everton F.C., Goodison Park, Liverpool, L4	Everton Football Club	To vary condition 1 attached to permission 04F/3834 so as to retain hospitality marquee in car park for a further 2-year temporary period	Approved 10/08/2006
04F/3834	Everton Football Club, Blue Brasserie Marquee, Goodison Road, Liverpool, L4	Everton Football Club	To vary condition 3 attached to planning permission 04F/2023, so as to allow the sale of alcohol on evening matches up to 1 hour after the final whistle	Approved 09/12/2004
04F/3758	Everton Football Club, Goodison Park, Liverpool, L4	Everton Football Club	To use shop premises (on corner of Gwladys Street/Bullens Road) as office accommodation	Approved 09/11/2004
04F/2023	Everton Football Club, Goodison Road, Liverpool, L4	Everton Football Club	To vary condition 1 attached to permission 03F/1336 so as to allow the marquee to rear of the Park Stand to remain open until 22nd August 2006	Approved 02/08/2004

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03F/3267	Hospitality Marquee, Everton Football Club, Goodison Road, Liverpool, L4	Everton Football Club	To vary condition 3 attached to permission 03F/1336 so as to allow the marquee to remain open on non-match days until 2330 hours on 14 occasions during the period 06/11/2003 to 21/08/2004	Approved 10/02/2004
03F/1336	Everton Football Club, Goodison Road, Liverpool, L4	Everton Football Club Co. Ltd.	To erect hospitality marquee (for up to 300 people) with associated kitchen and toilet facilities, in the car park to rear of Park End Stand	Approved 05/08/2003
01F/0793	Everton Football Club, Goodison Park, Liverpool, L4	Everton Football Club	To retain recess to main car park and memorial statue	Approved 30/05/2001
00F/1996	Everton F.C., Goodison Road, Liverpool, L4	Everton Football Club	To use former souvenir shop within main stand as an Information Technology centre	Approved 01/11/2000
00F/1445	Goodison Park, Goodison Road, Liverpool, L4	Everton F.C. Board of Directors	To alter external appearance of stadium (re-cladding of Gwladys Street, Bullens Road, and Goodison Road stands at ground floor level)	Approved 17/08/2000
00A/1310	Everton Football Club, Goodison Park, Liverpool, L4	Everton Football Club Ltd	To display signage to Goodison Road, Park End, and Bullens Road stands	Approved 04/08/2000

Source: Liverpool City Council website

- 2.31 Figure 2.2 details the ongoing changes that have been made to the stadium in order to maintain the building and ensure that Goodison Park continues to operate in accordance with guidance and regulations, for example the provision of disabled access to the Park Stand, and to continue to meet the Club's needs. In addition to the works detailed above, the Club undertakes extensive repairs and maintenance annually to ensure the up-keep of the stadium, which do not require planning permission. Further details of the condition of the stadium are provided in the next section.

3.0 Background to the Proposed Development

- 3.1 The following details the background to the proposed development – the Goodison Park Legacy Project (GPLP) – and how this relates to the second strand of The People’s Project, the development of a stadium at Bramley-Moore Dock (BMD).
- 3.2 The case for a new stadium is comprehensively set out in the Alternative Sites Assessment submitted with the full planning application for the proposed stadium at BMD. This section of the Planning Statement therefore does not seek to replicate this but instead summarises the pertinent points to the planning case.
- 3.3 Goodison Park is considered to be the first major purpose-built stadium in England, opening in 1892 with a capacity of 11,000. The stadium has been significantly altered since this time and now accommodates 39,572 spectators.
- 3.4 The stadium grew throughout the 1900s, with double-decker stands being designed to increase capacity. Key to this expansion was Archibald Leitch, a renowned stadium architect at the time. The last major stand redevelopment was the replacement of the Henry Hartley Park End Stand (a double tiered stand) with the single tier Park End Stand in 1994, which has a capacity of 6,000 seats. Since the mid-1990s, Goodison Park has only been subject to more limited alterations, owing to the constrained nature of the site, the lack of viable options to increase capacity and the costs associated with further development. Recent alterations include the piecemeal provision of small numbers of corporate boxes, a revised crowd surveillance gantry, cosmetic improvements and a hospitality marquee that was erected in the Park End car park in 2003 and between 2017-2019, improvements to the Park End which have sought to make Goodison Park compliant with disability access guidelines.
- 3.5 The Club invests significant amounts on an annual basis for the general upkeep of Goodison Park. Between 2015/16 and 2019/20, this amounted to £19m on major maintenance works and capital expenditure, to ensure that the stadium continues to meet the modern regulations and standards.
- 3.6 In February 2019, the Secretary of State for Digital, Culture, Media and Sport (DCMS) issued a Certificate of Immunity from Listing for Goodison Park. Despite the Club’s extensive history at Goodison Park, the Secretary of State and Historic England considered that the building did not fulfil the national criteria for listing, in part due to the extensive alteration which has occurred since the building’s initial construction.
- 3.7 Due to the age of the building there are several limitations to Goodison Park which mean that it is falling far short of its competitors’ stadia in the English Premier League (EPL). These issues are summarised in the following section.

LIMITATIONS OF GOODISON PARK

- 3.8 Goodison Park has fallen significantly behind its rivals during a period of unprecedented and intensive infrastructure development in the English Premier League. It is imperative that the Club seeks to increase the capacity of the stadium and improve the stadium facilities in order to improve accessibility and supporter experience and to compete commercially with top tier EPL and European Clubs. The key constraints that exist at Goodison Park are the restricted capacity of the stadium, the age and condition of the stands and stadium itself, the lack of modern amenities to meet supporter expectations and the constraints of the area around the stadium which limit the potential for expansion or redevelopment.

Background to the Proposed Development

- 3.9 The issue of whether Goodison Park is fit for purpose was considered extensively during the Inquiry into the Club's proposed move to Kirkby in 2008/2009, with the Inspector stating that³ [CBRE **emphasis** added]:

*"Goodison Park is agreed by all to be in need of very significant work to improve to a suitable level, and that would require, as Mr Keirle shows in his evidence, a much larger site than EFC possess at Goodison Park. Mr Keirle's evidence deals with the question of potential changes to Goodison Park and the surrounding land. The matter has been exhaustively explored by the club over the past ten years, including a review by Mr Keirle's firm in July 2008 on the basis of the funding available for this project. **There is no credible evidence that a stadium of the kind that EFC needs can be provided at or near Goodison Park.** It is clear from Mr Elstone's evidence that **had it been feasible to stay at or near the current site, EFC would have done so**".*

- 3.10 Goodison Park has a number of deficiencies which exacerbate its operational weaknesses and make it extremely difficult, inefficient and costly to expand or redevelop the stadium to meet modern expectations within its existing footprint. The following summarises the information provided in the Alternative Sites Assessment submitted with the full planning application for the proposed stadium at BMD, which explains the operational weaknesses of Goodison Park in further detail:

- **Insufficient capacity:** Based on its analysis of current demand, the Club requires more than 50,000 seats to address its significant waiting list for season tickets, which as of November 2019 amounted to requests for more than 11,000 tickets.
- **Spectator Viewing Experience:** Over the last 15 years in the Premier League Matchday Fan Experience Survey, the Club has consistently ranked at the bottom of the EPL in terms of sightlines to the pitch. Goodison Park has almost 21,000 seats which have an obstructed view of the pitch, due to the position of columns and stands, which equates to 53% of the stadium capacity. Furthermore, seating terrace widths are narrow and there are issues with the widths/quality of seats, the quality of accommodation and comfort in the majority of the stands. These are major issues that could not be rectified without the comprehensive redevelopment of the stadium.
- **Accessibility and Facilities:** the constrained nature and age of the stadium restricts the accessibility of Goodison Park and does not provide the level of integrated facilities or accessibility required by a top tier football club. Key issues include:
 - **Disabled access and seating:** The Accessible Stadia Guide (ASG) requires Goodison Park to provide 207 wheelchair positions, of which 75% should be located in elevated positions within proximity to accessible toilet facilities. The Club has made significant investments in recent years to increase provision and in 2017 Goodison Park provided only 121 seats that met ASG guidance. Since 2007, further works have been undertaken in order to meet the standards imposed by the ASG. However, the complex nature of the stadium has made it extremely difficult for the Club to fully meet ASG and Equalities and Human Rights Commission (EHRC) standards and to provide the quality of accessible provision required by wheelchair users. Whilst the Club is legally compliant, the stadium does not provide appropriate proximity to accessible toilet facilities; sufficient numbers of elevated positions; or accessible positions in all stands around the ground (no elevated positions in the Bullens Road or main section of the Gwladys Street stands).

³ Report to the Secretary of State for Communities and Local Government, 2nd July 2009, APP/V4305/V/08/1203375, page 47, pp 5.6.37

Background to the Proposed Development

- *Dedicated Facilities:* The current stadium does not contain changing places facilities, breastfeeding rooms, prayer rooms or quiet rooms, instead using existing office space for these purposes, which is not necessarily suitable.
- *Quality and Access to Facilities:* The existing concourses are narrow, which has an adverse impact on the spectator experience. As well as creating significant movement issues for large crowds, the access to toilets and retail facilities is impeded. This has a particularly detrimental impact on the ability of families with small children and disabled supporters to circulate around the stadium. Commercially, the lack of concourse space restricts the ability for the Club to sell programmes and food & drink to fans. In 2017/2018 Goodison Park was ranked 19th out of the 20 EPL clubs on the separate measures of 'toilet facilities', 'cleanliness' and access to 'food and drink'.
- *Information Communications Technology (ICT):* Due to the age of the building and lack of space, the Club is unable to offer a low power network to provide mobile phone coverage throughout the stadium. The wireless network infrastructure is also restrictive. This contributes to a negative fan experience of the ground, which is evidenced in the EPL matchday fan experience surveys.
- *Outside the Stadium:* The stadium is tightly constrained by the surrounding network of residential streets. This has significant amenity impacts on a match day for local residents. As there is no dedicated exterior concourse for marshalling and managing crowds, the surrounding roads are used for this, which requires significant stewarding and policing, with the Club responsible for staffing increased Counter Terrorism measures, including Hostile Vehicle Mitigation, in a tight and significantly constrained urban setting.
- *Team and Players:* The current facilities at Goodison Park for the players and coaching staff are limited and outdated. The player dug out, tunnel and area surrounding the pitch are inadequate – the current dugout area is small, with a lack of space surrounding for overflow of staff, medical staff, press and players which does not provide the quality of provision that is expected at a top tier Club.
- **Commercial limitations:** the limitations of Goodison Park not only have major implications in terms of ongoing maintenance costs but are also a major financial constraint in terms of its ability to generate revenue. These include:
 - *Corporate Hospitality:* Goodison Park has a shortage of corporate facilities in all stands and, in particular, a severe lack of executive boxes and accompanying facilities. The revenue from corporate hospitality is a major revenue source for rival EPL clubs, and Everton is disadvantaged by its inability to fully maximise this type of revenue. At present the Club provides significantly less executive and corporate seating than its peers and there is an inability to expand this offer at Goodison Park. Each corporate entertainment area is served by separate back of house facilities, which are limited in their size and functionality, due to the piecemeal way in which the stadium has developed, which is inefficient and costly. This also impacts on the quality of the product and service offer associated with the hospitality packages offered by the Club.
 - *Retail:* The Club's shop is approximately 100m away from the stadium across a busy arterial road into/from the city centre. Due to a lack of space within the stadium the Club is unable to accommodate this floorspace within the main building. The shop is also smaller than that of most EPL clubs. Typically, stadium tours of a Premier League

Background to the Proposed Development

Club would start / end at the Club Shop, but this is not currently possible at Everton, thus further limiting commercial opportunities.

- *Food and Beverage Offer:* The lack of space for kitchen equipment, coolers and cellar space means that the Club can only offer spectators a limited range of food and drink in certain areas of the stadium. This cannot be expanded or improved due to the current structure of the stadium and is a significant detractor from the quality of the overall spectator experience at Goodison Park, as well as having an adverse financial impact on the Club.
- *Attractiveness to the Media:* Media facilities are limited and camera positions small and inadequate. This limits the ability of the Club to accommodate national and international broadcasters and is not of the standard expected by the EPL and UEFA. Although able to meet the EPL rules, this results in the creation of additional obstructed seats and necessitates media outlets sharing space and facilities with General Admission spectators. This is an ongoing constraint of the stadium which affects the Club commercially as broadcasting revenue is a major source of income for EPL clubs.

- **Other operational issues:** Other issues that impact on the operation at Goodison Park include a lack of office space for administration staff; the existing ticket collection point is in close proximity to the visiting supporters collection point creating safety and security issues; and the poor visual and architectural quality of Goodison Park that does not reflect the status of Everton as one of the top division's oldest and most respected Clubs.

- 3.11 It is clear that Goodison Park is severely constrained and does not provide the level of integrated facilities or accessibility required by a top tier football club or to meet the expectations of spectators. This also has major financial implications for the Club - it is estimated that deficiencies at Goodison Park are imposing significant ongoing costs on the Club and losing the Club significant revenues as a result of the practical and operational limitations of Goodison Park.

GROWING COMPETITIVENESS DURING THE PREMIER LEAGUE ERA

- 3.12 Since the inception of the English Premier League (EPL) era in the 1992/1993 season, Everton has gradually fallen behind its 'top tier' rivals in terms of its stadium capacity, revenue generation potential (particularly through stadium related revenue), the scale of investment it has made in its facilities/amenities and, as a result, in its success on the pitch.
- 3.13 As illustrated in evidence provided at the Everton Kirkby Public Inquiry, over the period 1996/97 to 2007/08, more than 130,000 additional seats were added to EPL stadia, resulting in a 23% increase in aggregate attendance at Premier League games. In contrast, Everton's average attendance for Premier League games increased only marginally, from 36,186 to 36,955 (2%) for the same period. Reinforcing this, average attendances in the Premier League as a whole in 1992/1993 were 21,132; whilst in the 2018/2019 season, average attendances stood at 38,168 – more than an 80% increase.
- 3.14 This has been driven by intensive stadium and infrastructure development by a number of clubs in Everton's historic peer group, including investment in new or expanded stadium capacity and facilities by Manchester United, Manchester City, Arsenal, Tottenham Hotspur, Liverpool, Newcastle United and West Ham United. The development of expanded, new and modern facilities has significantly undermined Everton's ability to generate revenue, attract talent and to compete with rival top tier clubs. These clubs all benefit from improved and modern facilities, with capacities that all exceed 50,000 (with 4 of these clubs moving

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into new build stadia since the turn of the century and the others subject to significant expansion in the EPL era). These new stadia also benefit from a significant hospitality executive offer, unimpeded views from all seats, high quality facilities for staff and fans, and compliance with all modern regulations.

- 3.15 It is therefore clear that for Everton to remain competitive in a rapidly developing and commercially changing league, it must deliver the facilities, stadium and experience that matches the expectations of supporters, staff, investors and broadcasters – in order to compete alongside its EPL and European peers and to ensure the Club does not fall into further decline.

REDEVELOPMENT / EXPANSION

- 3.16 As previously detailed, the current stadium sits within a tight urban setting, occupying just 3.25ha of land; this is considerably smaller than what would be required for the comprehensive development of a new stadium and associated facilities.
- 3.17 The expansion of Goodison Park would require the purchase of residential properties and possibly a school, shops and businesses. This would involve significant site assembly issues (in terms of both cost and programme) and could have a significant impact on the very community which Everton strives to support through the charity work of EitC. Even if such acquisition were possible, with the support of the local authority and local community, it would not resolve the fundamental issues at Goodison relating to the stadium being surrounded by residential properties and the amenity impacts this creates.
- 3.18 Another option considered was to increase the capacity of the existing stands, for example through the use of additional tiers. This would also require an extended stadium footprint which would encroach onto surrounding highways and residential properties.
- 3.19 Fundamentally though, expanding/redeveloping the existing stands would not address the critical limitations of the building, including poor sightlines, lack of accessibility, the ageing nature of the existing stands and insufficient front and back of house facilities.
- 3.20 Operationally, the redevelopment of the existing site would cause significant issues either in requiring the Club to relocate or reduce seating capacity during the redevelopment. Neither are considered practical or realistic for the Club.
- 3.21 The Alternative Sites Assessment concludes that Goodison Park does not provide a feasible, practical, realistic or deliverable opportunity to provide a football stadium which meets the modern needs of a top tier football club.

THE SEARCH FOR AN ALTERNATIVE SITE

- 3.22 The Club's search for a new stadium site began before 2000. Over the last 20 years, the Club has continued to regularly review the availability and suitability of alternative sites. Previous Everton stadium proposals include:
- **King's Dock, Liverpool (1999 - 2003):** Plans for a waterfront stadium were pursued in the early 2000s but were halted due to issues with funding. The site is now home, in part, to Liverpool's M&S Arena.
 - **Kirkby, Knowsley (2006 – 2009)⁴:** The Club, in partnership with Tesco Stores Limited, submitted a hybrid planning application for a 50,000 capacity football stadium, along

⁴ Appeal reference: APP/V4305/V/08/1203375, application reference: 08/00001/HYB

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with required enabling development (retail led) in early 2008. Although a resolution to approve the application was received from Knowsley Metropolitan Borough Council, the scheme was then called-in by the Secretary of State and ultimately dismissed in 2009, primarily relating to retail planning matters.

The scheme received significant opposition from LCC and a large section of the Club's fan base, as shown by the formation of a fan group called 'Keep Everton In Our City'. Since this time, the Club has focused its search for a new stadium on sites which have a tangible connection to its spiritual home in North Liverpool.

- **Walton Hall Park (2014 – 2016):** The Club carried out initial feasibility work to explore Walton Hall Park as a potential location for a new stadium. However, due to the site's status as an important City Park (designated in the statutory development plan as protected green space) and its role in providing high quality open space for North Liverpool, together with the quantum of retail development required to cross-subsidise the development, meant that proposals were not progressed.

At the time, the initial proposals generated significant opposition and at a consultation event in September 2014 there were a number of demonstrations against the proposals by the local community and local groups, including Friends of Walton Hall Park.

LCC has since made clear that it would not consider important City Parks or protected open space as being suitable for a stadium development.

- 3.23 There is a clear, long-standing need for a new stadium. This was accepted at the Kirkby inquiry and no material change has occurred in the period since. As such it is concluded that the Club must move location.
- 3.24 This therefore creates a substantial development opportunity on a key brownfield site within the urban area. The site is owned by the Club and therefore it is within the Club's control to shape Goodison Park's future redevelopment and take this opportunity to redevelop a significant site within one of the most deprived areas of the city.

4.0 Application Proposals

DESCRIPTION OF DEVELOPMENT

- 4.1 The description of development is as follows:

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

- 4.2 This outline planning application reserves all matters (Access, Appearance, Landscaping, Layout and Scale) for future consideration.

USE

- 4.3 Figure 4.1 establishes the proposed accommodation schedule for the Goodison Park Legacy Project.

Figure 4.1: Proposed Accommodation Schedule

BLOCK	PROPOSED USE	MAX FLOORSPACE / DWELLINGS
Block A	Retail (A1)	532 sq.m GEA
	A2/A3/A4/A5	644 sq.m GEA
Block A	Residential (C3)	96 residential units
Block 1B	Non-Residential Institution (D1)	4,283 sq.m GEA
Block 2B	Retail (A1)	552 sq.m GEA
	Restaurants and cafés (A3)	635 sq.m GEA
Block 1C	Residential (C3)	15 residential units
Block 2C	Residential (C3)	41 residential units
Block 1D	Financial and professional services (A2)	188 sq.m GEA
	Business (B1)	3,160 sq.m GEA
Block 2D	Financial and professional services (A2)	205 sq.m GEA
	Business (B1)	1,602 sq.m GEA
Block 1E	Residential (C3)	11 residential units
Block 2E	Residential (C3)	10 residential units
Block F	Non-Residential Institution (D1)	2,596 sq.m GEA
Block G	Residential Institution (C2)	5,863 sq.m GEA
Block H	Non-Residential Institution (D1)	3,119 sq.m GEA

Residential

- 4.4 The application seeks outline permission for up to 173 residential units (maximum of 16,003 sq m GEA) (Use Class C3).

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- 4.5 As indicated in Figure 4.1, the residential accommodation is proposed to be located in Blocks A, 1C, 2C, 1E and 2E.
- 4.6 The residential accommodation in Blocks 1C and 1E specifically are shown on the illustrative masterplan as recreating the traditional streetscene along Goodison Road and Gwladys Street, respectively, by mirroring the existing terraces which face the application site.
- 4.7 Although this application does not seek permission for the layout, size, type or tenure of the dwellings, it is assumed that a mix of maisonettes, townhouses, apartments and terraced dwellings 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

- 4.8 The accommodation schedule identifies Block G, located to the south-east of the masterplan off Bullens Road, as a residential institution (Use Class C2). This building comprises up to 5,863 sq m (GEA) of floorspace across six storeys.
- 4.9 Initial discussions have indicated that this building 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 Institutions

- 4.10 Across the proposed development, there are three blocks which are identified for Non-Residential Institution (Use Class D1) floorspace. These blocks are: Block 1B, Block F and Block H. These blocks are positioned at key corners of the site.
- 4.11 Across all three blocks, a total of up to 9,998 sq m GEA of Non-Residential Institution floorspace is proposed.
- 4.12 Initial discussions have shown that this non-residential institution floorspace could accommodate a health centre (potentially within Block H), an education facility (possibly located within Block F) and an enterprise / education centre with potential gallery / museum space (Block 1B).
- 4.13 These uses are intended to help to support the existing community and also provide for a new community within the area. In addition, it is anticipated that the potential education uses could benefit from forming relationships with the existing Everton Free School (run by the Club's charity, Everton in the Community) to the south-west of the site and the Gwladys Street Primary and Nursery School to the east of the site.

Commercial Uses

- 4.14 The proposed commercial uses encompass:
 - 1. Retail (Use Class: A1);
 - 2. Financial and professional services (Use Class: A2);
 - 3. Restaurants and cafés (Use Class: A3);
 - 4. Drinking establishments (Use Class: A4);
 - 5. Hot food takeaways (Use Class: A5); and
 - 6. Business (Use Class: B1).

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- 4.15 In total, across the site and the uses proposed above, there is up to 7,518 sq m (GEA) of commercial floorspace proposed as part of the GPLP, the majority of which is Business (office) use.
- 4.16 The proposed A-Use Class (A1-A5) development is proposed to occupy the ground floor of blocks around the development site, in order to create active frontages and encourage movement around the site.
- 4.17 The proposed office (Use Class B1a) development is focused in Blocks 1D and 2D. This area could accommodate new office facilities for staff of EitC, who would benefit from a location within the charity’s campus and the community in which it serves.

SCALE & APPEARANCE

- 4.18 Both Scale and Appearance are matters which are reserved for future determination within this outline planning application.
- 4.19 However, the maximum parameters applied for include maximum heights, which are indicated in Figure 4.2 below.

Figure 4.2: Proposed Maximum Block Heights

BLOCK	MAXIMUM STOREYS (INC GROUND)	MAXIMUM HEIGHT (M AGL)
Block A	6	24.800
Block 1B	4	14.110
Block 2B	2	8.000
Block 1C	3	8.800
Block 2C	6	18.950
Block 1D	7	23.800
Block 2D	4	13.100
Block 1E	3	8.800
Block 2E	4	13.600
Block F	4	13.100
Block G	6	21.100
Block H	4	14.400

- 4.20 In terms of storey heights, the blocks range from two storeys (Block 2B) to seven storeys (part of Block 1D).
- 4.21 The tallest buildings in the proposed development (in terms of building height in metres) are the three residential blocks (Blocks 1A-3A), which together constitute Block A, in the south of the application site. Each of the three blocks is up to six storeys in height (24.800 m Above Ground Level (AGL)). The three residential blocks are linked by two lower buildings, both of which are two storeys in height.
- 4.22 Other taller elements of the proposed development include part of Block 1D in the north west of the site, which is up to seven storeys in height (23.800 m AGL). Block G and an element of Block 2C are also up to six storeys in height (21.1 m AGL and 18.95 m AGL respectively).

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LAYOUT

- 4.23 Layout is a reserved matter and the details of the proposed layout will be provided at the detailed design stage. However, the parameters plans submitted with this application identify the maximum extent of development blocks and indicate areas where no buildings are proposed.
- 4.24 Although details of the layout are not provided with this outline application, there are several design principles which have informed the layout of the masterplan, as detailed in the submitted Design & Access Statement.
- 4.25 The illustrative masterplan which accompanies the outline application identifies that a central area of open space could be created within the site, representing the current pitch. The development blocks are shown around the perimeter of the site, which represents the stands of Goodison Park. This is to provide a reminder of the history of the site and its previous use.

LANDSCAPING

- 4.26 It is proposed that the existing entrance gates in the south west of the site, the 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.
- 4.27 Landscaping is a reserved matter of the outline planning application and therefore details are not provided at this stage. The illustrative masterplan shows a public open space, with soft and hard landscaping, in the centre of the site, broadly on the location of the current pitch area. It is the design intent to retain the centre spot of the original football pitch, or a representation of this, within the public open space at the heart of the site. A primary diagonal pedestrian route is shown running through the public open space on the illustrative masterplan, with secondary smaller paths also shown, leading to other focal points both within and outside the open space. Other areas of soft and hard landscaping are also shown on the illustrative masterplan, including areas of soft landscaping adjacent to Blocks G, 1B, 2B and F and around the perimeter of Block A.
- 4.28 The proposed provision of publicly accessible green space within the masterplan ensures that football can continue to be played at Goodison Park after the move to BMD.

ACCESS & SERVICING

- 4.29 Access is a reserved matter and the details of the proposed access(es) will be provided at a later stage, following any granting of outline permission.
- 4.30 However, this application is accompanied by an Access & Servicing Plan (submitted for illustrative purposes only and not for approval) which indicates potential access routes for vehicles and servicing vehicles, as well as pedestrian routes.
- 4.31 Indicative bin locations for each block are also provided, to demonstrate how waste and recyclables could be collected and removed from the site.
- 4.32 Vehicle routes are indicatively shown from Gwladys Street (between Blocks 2D and 1E); from Bullens Road (opposite Diana Street) to provide access to Block G; from Goodison Road (opposite Winslow Street) to provide access to Block 2C; and off Goodison Road opposite Neston Street to the rear of Block 1D. A vehicular route through the site is

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proposed between Block A and the rest of the site, to provide east-west connections between Goodison Road and Bullens Road. This would provide access to Blocks A, 1B, 2B and H.

- 4.33 Pedestrian and cycle access is shown at various locations around the perimeter of the site. This includes a route through the central open space, with the primary route linking the north-west and south-east corners of the open space, with numerous less direct, secondary routes stemming from this.

Parking

- 4.34 The illustrative masterplan identifies that the proposed development could accommodate up to 393 off-street and 27 on-street car parking spaces. Further details on the location, type (including accessible and electric vehicle charging bays) and allocation of these spaces will be provided at the reserved matters stage.
- 4.35 It is envisaged that cycle parking will be provided throughout the site, combining a mix of storage areas within buildings for longer-term use (e.g. for employees and residents) and through the use of cycle stands within the landscaping areas for shorter duration storage (e.g. visitors to shops).
- 4.36 Further commentary regarding the proposals for cycle and car parking is provided in the submitted Transport Assessment and Travel Plan.

PROGRAMME

- 4.37 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 BMD. Once the new stadium is operational, the Club can turn its attention once again to Goodison Park. At the earliest this would begin in late 2023.
- 4.38 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.
- 4.39 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.
- 4.40 For the purposes of the technical assessments contained within the Environmental Statement which accompanies this planning application, it has been assumed that the 'opening year' for all development within the application site is 2028, with site preparation and enabling works commencing in Q3 2024. The total length of the construction phase is anticipated to be 4 years and 2 months.
- 4.41 Further information regarding the phasing of the scheme is provided in ES Volume 2, Chapter 4.

THE ROLE OF EVERTON

- 4.42 The move of Everton from its existing home of Goodison Park creates a development opportunity within a ward which contains pockets of the worst deprivation in the country. The submitted Economic Impact Assessment (ES Volume III, Appendix 15.1) reports that the declining population of the County ward, in which Goodison Park is located, combined with other indicators of severe deprivation across multiple indices, point to an area in economic distress. This assessment concludes that Everton's current role in the community

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cannot be overstated, and that without a meaningful legacy project the Club's plans to move away from the area could have very serious consequences for the community.

- 4.43 The Club has several key principles relating to Goodison Park, which have informed the Brief for the GPLP (as detailed in the submitted Design & Access Statement):
- Non-abandonment of Goodison Park and the L4⁵ community;
 - Long-term sustainability and financial viability of the project;
 - Support for the growth of EitC; and
 - A scheme which delivers vibrancy and quality of life, connectivity and flexibility and creates opportunities for the local area.
- 4.44 The non-abandonment of the Club within the L4 area is a fundamental principle which has underpinned the proposals at Goodison Park. The Club is looking at several different delivery options to ensure that Everton retains a role in the future development of the Goodison Park site.
- 4.45 Current proposals for ensuring Club interest in the future development of the site are to retain ownership and establish a wholly owned subsidiary of Everton Football Club Company Limited, to be known as Goodison Legacy Limited. A working group, to be known as the Everton Civic Inheritance Management Group (ECIMG) will be established below Goodison Legacy Ltd and will oversee the management and long-term sustainability of the Legacy Project. Surplus income will be reinvested into the local area, for example through the work of Everton in the Community.

Everton in the Community (EitC)

- 4.46 A legacy project at Goodison Park will build on the award-winning work of Everton in the Community (EitC). EitC has won numerous awards at national, regional and local levels, most recently including: Sports Business Awards, Best Club or CSR or Community Scheme (2019); Football Business Awards, Best Football Community Scheme – Premier League (2018); and Northwest Football Awards, Best Community Initiative (2018).
- 4.47 Achievements of EitC in North Liverpool include a 100% success rate in all education programmes; contribution to a 72-85% reduction in anti-social behaviour and 79% reduction in crime in challenging areas across Merseyside; and the establishment / involvement with nine disability teams in the area⁶.
- 4.48 EitC has made significant investment in the L4 area, including the following developments:
- **The Everton Free School & Sixth Form College:** school for alternative education for people aged 14-16 years who are at risk of exclusion or who have been permanently excluded from school;
 - **The People's Hub:** Community building for EitC programmes;
 - **The Blue Base:** Function Centre and place for use by disabled fans on matchdays; and
 - **The People's Place:** a proposed new drop-in mental health facility (planning application reference 19F/3055 submitted November 2019, pending determination).

⁵ Postcode district in which Goodison Park is located

⁶ <https://www.evertonfc.com/community/about-us/our-history>, accessed March 2020

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- 4.49 The charity will help with the delivery of programmes from the community facilities proposed at the GPLP, building on the £10m already invested in community buildings on Spellow Lane.
- 4.50 The legacy project will also provide a platform for EitC to expand and grow, potentially occupying some of the office space proposed as part of the GPLP. This will allow the charity and Club to build on its current reach and magnitude of impact within its cultural home of North Liverpool.

5.0 Proposed New Stadium

- 5.1 As detailed in the Introduction section to this Planning Statement, the first part of The People's Project comprises the development of a new stadium at Bramley-Moore Dock.
- 5.2 This section of the Planning Statement provides background information regarding the proposals at BMD.
- 5.3 Concurrently to developing initial plans for the redevelopment of Goodison Park, the Club has also progressed with detailed plans for the new stadium site to inform a full / detailed planning application.
- 5.4 The detailed planning application has been submitted to LCC and is proposed to be determined at the same time as the outline planning application for the GPLP. Although the two applications are different in nature, relate to separate sites and have separate programmes for delivery, they are intrinsically linked through The People's Project. The public consultation carried out by the Club in November-December 2018 and July-August 2019 provided information on both applications as it was important for stakeholders and the public to understand the connections between the two.
- 5.5 The assessments of economic and social value impact, submitted as part of this planning application (as summarised in Section 8.0 of this Planning Statement), consider the impacts of both strands of The People's Project. This is because the impacts are inherently linked: without the move to BMD, the opportunity to redevelop Goodison Park could not arise and so the benefits associated with the GPLP could not be realised.

BMD – PROPOSED DEVELOPMENT

- 5.6 The Club is proposing the development of a 52,888 seated capacity stadium with associated facilities and infrastructure at Bramley-Moore Dock (BMD), Liverpool. The proposed stadium is to be predominantly for football use but with the ability to host other events.

The Site

- 5.7 The BMD application site extends to 8.67ha and comprises the water body and quaysides of BMD, located in north Liverpool.
- 5.8 The site is bound to the north by a boundary with the United Utilities Wastewater Treatment Works (WwTW) which is located on the now infilled Wellington Dock. Sandon Half-Tide Dock is situated to the north of the site, to the west of the WwTW, and connects to the BMD waterbody at the north-west corner of the site.
- 5.9 The eastern site boundary is delineated by the Grade II listed Regent Road wall which separates the site from Regent Road to the east.
- 5.10 The Grade II listed Nelson Dock retaining wall along the northern boundary of Nelson Dock and associated quayside form the southern site boundary. The BMD waterbody is hydrologically connected to the Nelson Dock waterbody at the south-west corner of the application site by a series of pipes through an isolation structure. The link between BMD and the wider dock network to the south is not navigable.
- 5.11 The western site boundary is formed by the River Mersey sea wall, which is an elevated section of wall which runs north to south along the western boundary, separating the application site from the River Mersey to the west.
- 5.12 The application site forms part of the UNESCO World Heritage Site (WHS) designation 'Liverpool – Maritime Mercantile City' (reference 1000104). The WHS was designated in

Proposed New Stadium

2004 and comprises six areas in the historic city centre and docklands of Liverpool; the application site is located within the Stanley Dock character area. The application site also lies within the Stanley Dock Conservation Area, which was designated in 2002. The application site contains several listed buildings / structures:

- Bramley-Moore Dock Retaining Walls, Grade II listed;
- Hydraulic Engine House at Bramley-Moore Dock, Grade II listed;
- Dock Wall from opposite Sandhills Lane to Collingwood Dock with Entrances, Grade II listed; and
- Nelson Dock Retaining Wall, Grade II listed.

- 5.13 The application site is the northern most point of Peel Land & Property's Liverpool Waters development (application ref. 10O/2424 – latest non-material amendment being 19NM/1121), which is a 60 hectare regeneration scheme which encompasses the dockland between BMD in the north and Princes Dock in the south (BMD and Nelson Dock forming the Northern Docks neighbourhood area of the scheme). The Northern Docks neighbourhood is the last phase of Liverpool Waters, proposed for delivery between 2036 and 2041.

The Proposed Development

- 5.14 The description of the proposed development is as follows:

Application for Full Planning Permission in accordance with submitted drawings for the demolition of existing buildings/structures on site (listed in the schedule); remediation works; foundation/piling works; infill of the Bramley-Moore Dock, alteration to dock walls and dock isolation works with vehicular and pedestrian links above; and other associated engineering works to accommodate the development of a stadium (Use Class D2) predominantly for football use, with the ability to host other events, with ancillary offices (Use Class B1a); Club Shop and retail concessions (internal and external to the stadium) (Use Class A1); exhibition and conference facilities (Use Class D1); food and drink concessions (internal and external to the stadium) (Use Classes A3 / A4 / A5); betting shop concessions (Sui Generis); and associated infrastructure including: electric substation, creation of a water channel, outside broadcast compound, photo-voltaic canopy, storage areas/compound, security booth, external concourse / fan zone including performance stage, vehicular and pedestrian access and circulation areas, hard and soft landscaping (including canopies, lighting, wind mitigation structures, public art and boundary treatments), cycle parking structures and vehicle parking (external at grade and multi-storey parking) and change of use of the Hydraulic Tower structure to an exhibition / cultural centre (Use Class D1) with ancillary food and drink concession (Use Class A3).

- 5.15 The stadium has been designed as a stadium for the use of Everton Football Club. In addition to its primary function, the stadium may also host other events, such as non-football sporting events or concerts. In addition to these major events, the stadium is also proposed to host a range of smaller events e.g. conferences, exhibitions / conventions, weddings, stadium tours etc.
- 5.16 In addition, the Grade II listed Hydraulic Engine House is to be restored and intended to function as an exhibition space, the start/end point for the River Walk through the docks towards the city centre (once Liverpool Waters is developed), part of the stadium tour and as a small café / coffee shop.

Proposed New Stadium

- 5.17 On a non-match, non-event day, the site will remain open to the public. Crucially, therefore, as a result of the proposed development the BMD site will be accessible to all throughout the year, thus opening up a currently inaccessible part of the World Heritage Site and Stanley Dock Conservation Area.
- 5.18 The proposed development comprises the following aspects:
- A proposed stadium with 52,888 seated capacity;
 - The change of use of the Hydraulic Engine House to an exhibition / cultural centre;
 - Necessary circulatory space, including a large fan plaza which on a non-match / non-event day is an area of public realm;
 - Hard and soft landscaping with associated street furniture and boundary treatments throughout all high quality and accessible external areas of the site;
 - A security building with vehicle barrier;
 - A proposed water channel to visually maintain the dock connectivity between Nelson Dock and Sandon Half-Tide Dock;
 - Northern isolation structure between Sandon Half-Tide Dock and the proposed water channel, with vehicle access above;
 - Wind mitigation baffles/structures;
 - Three new pedestrian entrances through the Regent Road dock wall;
 - An Outside Broadcasting Compound area;
 - An enclosed area of storage, predominantly for storage of grow lights for the pitch;
 - A Distribution Network Operator Compound; and
 - Surface car parking with overhead canopy (with Photo-Voltaic panels affixed).

PROGRAMME

- 5.19 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 BMD. Once the new stadium is operational, the Club can turn its attention once again to Goodison Park.
- 5.20 The Environmental Statement submitted as part of the BMD application assumes that the opening year for the new stadium is 2023, with construction anticipated to commence in Q3 2020. In total, the expected duration of demolition, construction and fit-out works for the new stadium is estimated to be 37 months, carried out as a single phase.
- 5.21 More information regarding the proposals at BMD are included within the separate full planning application for the new stadium.

6.0 Pre-Application Consultation

- 6.1 In accordance with recommended best practice (NPPF, para. 39 - 43) the applicant has undertaken extensive consultation with statutory and non-statutory consultees, including a far-reaching two stage public consultation, engagement with key stakeholders and consultation with statutory consultees regarding technical assessments.

STATUTORY & NON-STATUTORY CONSULTEES

- 6.2 The submitted Environmental Statement (ES Volume II) details the consultation undertaken in relation to each technical discipline. The EIA scoping exercise undertaken is also summarised in Chapter 2 of the ES.
- 6.3 In summary, consultation has been undertaken with numerous consultees, including:
- Liverpool City Council (LCC): Officers from Highways, Planning (Development Control), Parks & Greenspaces and Urban Design departments;
 - Historic England (HE);
 - LCC as Lead Local Flood Authority (LLFA);
 - Environment Agency (EA);
 - Natural England;
 - Merseyside Environmental Advisory Service (MEAS); and
 - United Utilities (UU).
- 6.4 This consultation related to the baseline conditions at the site, methodology for assessments to inform the planning application, the proposed development and potential mitigation measures. Further details are included within the relevant technical chapters of Volume II of the ES.
- 6.5 The submitted Design & Access Statement provides details of consultation which has informed the design of the proposed development; this predominantly relates to engagement with LCC (Planning & Urban Design Officers).
- 6.6 Feedback was provided by LCC during the pre-application process and this has been incorporated in the final scheme as submitted. Details of the meetings held are provided in the Design & Access Statement.

PUBLIC CONSULTATION

- 6.7 Details of the public consultation and fan engagement undertaken by the Club are included within the submitted Statement of Community Engagement. Due to the relationship between the proposed stadium at BMD and the redevelopment of Goodison Park, the consultation covered both and was therefore a consultation regarding The People's Project, rather than just the GPLP.
- 6.8 The public consultation was divided into two stages:
1. **Stage 1, November – December 2018:** focused on the principle of the Club relocating from Goodison Park to BMD and the initial ideas for the redevelopment of Goodison Park; and
 2. **Stage 2, July - August 2019:** presented emerging designs for the new stadium and presented the emerging illustrative masterplan for the GPLP.

Pre-Application Consultation

- 6.9 Both consultations involved a roadshow which travelled around the City Region across a number of days, providing the opportunity for people to read the consultation material, ask questions and complete a questionnaire. Other methods of responding included via the project website or via post. The consultations were advertised via post, social media, newspapers (local and national) and the project specific website.
- 6.10 Over 20,000 people responded during the first stage public consultation. This included people from all six authorities of the Liverpool City Region and beyond. Of the respondents, 10 per cent (1,919) identified themselves as being either non-football fans or followers of clubs other than Everton. The headline findings are as follows:
- **97%** of respondents stated that it was important for Everton Football Club to remain in the City of Liverpool;
 - **86%** of respondents stated that Everton should remain in North Liverpool; and
 - **95%** of respondents agreed that Goodison Park should be developed as a community legacy project.
- 6.11 Over 43,000 people participated in the second stage consultation. This included people from across the City Region and beyond. Of the respondents, 7 per cent (2,726) identified themselves as being either non-football fans or followers of clubs other than Everton.
- 6.12 Key findings relating to the GPLP are as follows:
- **91%** of respondents supported / strongly supported the proposed mix of uses at Goodison Park; and
 - **92%** of respondents supported / strongly supported the proposed design & layout of the development.
- 6.13 Levels of support were also overwhelming among respondents who indicated that they live in the L4 postcode i.e. in close proximity to Goodison Park:
- **87%** respondents who indicated that they live in the L4 postcode either supported or strongly supported the proposed mix of uses at Goodison Park; and
 - **88%** either supported or strongly supported the proposed design and layout of the development.
- 6.14 Finally, respondents to the second stage public consultation were asked whether, in light of the information provided about The People's Project and its potential impacts and benefits, they would prefer to see the continuation of The People's Project or for the dock (BMD) to be left in its current state. In response:
- **96%** favoured the continuation of The People's Project;
 - **2%** had no preference;
 - **1%** preferred not to say; and
 - **1%** preferred to leave the dock in its current state.
- 6.15 The public consultation was far reaching and produced an overwhelming response. In recognition of this, The People's Project consultation was named winner in the Best Property and Construction Campaign category at the 2019 Northern Marketing Awards in November 2019.

Pre-Application Consultation

- 6.16 Of note, a statistically significant number of responses came from people who are not Everton fans or who do not follow football at all, demonstrating that the interest in The People's Project goes beyond the activity on the pitch.
- 6.17 The results of the consultation demonstrated the significant and ongoing support for The People's Project as a whole. The thousands of comments received were reviewed and analysed and the findings are presented in the Statement of Community Engagement submitted with the application.

7.0 Planning Policies & Guidance

- 7.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town & Country Planning Act 1990 require planning applications to be determined in accordance with the statutory development plan, unless material considerations indicate otherwise.
- 7.2 The statutory development plan for Liverpool City Council currently comprises:
- Liverpool Unitary Development Plan (UDP) (adopted 2002); and
 - Joint Merseyside & Halton Waste Local Plan (adopted 2013).
- 7.3 Non-statutory planning policies and strategies which could be termed ‘other material considerations’ include:
- **Local Guidance:** Supplementary Planning Documents (SPDs), Supplementary Planning Guidance (SPGs) and Strategic Regeneration Frameworks (SRFs);
 - **Emerging Policy:** emerging Local Plan for Liverpool (2018) and Spatial Development Strategy (Liverpool City Region, 2019);
 - **National Policy & Guidance:** National Planning Policy Framework (NPPF, 2019), Planning Practice Guidance (2014 and as amended), National Design Guide (2019);
 - **Economic strategies:** relevant economic strategy documents from the Liverpool City Region (LCR) Combined Authority, Liverpool Local Enterprise Partnership (LEP) and Liverpool City Council; and
 - **Other:** Other strategies and policies of relevance to the proposed development.
- 7.4 **Appendix 1** provides details of the relevant policies and guidance, which are listed in Figure 7.1 and Figure 7.2 below.

Figure 7.1: Statutory Development Plan – Relevant Policies

TOPIC	POLICY REFERENCE	POLICY TITLE
UNITARY DEVELOPMENT PLAN (2002)		
Site Allocation	H4	Primarily Residential Areas
	OE15	Environmental Improvement Corridors
Principle of development / Proposed use	C7	The Football Clubs
	GEN4	Housing
	H1	The Provision of Land for New Housing
	GEN7	Community Facilities
	C1	Social Facilities
	C2	Care Facilities
	C3	Health Facilities
	C4	Child Care Facilities
	C5	Schools
	C10	Children’s Play Areas
	GEN1	Economic Regeneration
	E2	Office Development

Planning Policies & Guidance

TOPIC	POLICY REFERENCE	POLICY TITLE
	GEN5	Shopping
	S5	District Centres
	S6	Development in or on the Edge of District Centres
	S14	Use of Shops and Other Premises for Class A3 (Food & Drink)
	S16	Shopfront Design
Design	H5	New Residential Development
	HD18	General Design Requirements
	HD19	Access for All
	HD20	Crime Prevention
	HD21	Energy Conservation
	HD23	New Trees and Landscaping
	OE14	Open Space in New Residential Developments
	HD24	Public Art
	HD28	Light Spillage
Heritage	GEN3	Heritage and Design in the Built Environment
	HD5	Development affecting the setting of a listed building
	HD15	Historic Parks, Gardens and Cemeteries
	HD17	Protection of Archaeological Remains
Environment	EP15	Environmental Impact Assessments
	GEN2	Open Environment
	GEN8	Environmental Protection
	OE5	Protection of Nature Conservation Sites and Features
	OE6	Development and Nature Conservation
	OE7	Habitat Creation and Enhancement
	OE17	The Recreational Route Network
	EP2	Contaminated Land
	EP9	Waste Storage
	EP11	Pollution
	EP12	Protection of Water Resources
	EP13	Flood Prevention
Transport	GEN6	Transportation
	C7	The Football Clubs

Planning Policies & Guidance

TOPIC	POLICY REFERENCE	POLICY TITLE
	T4	Taxis
	T6	Cycling
	T7	Walking and Pedestrians
	T8	Traffic Management
	T9	Road Safety
	T12	Car Parking Provision in New Developments
	T13	Car Parking for the Disabled
	T15	Traffic Impact Assessment
JOINT WASTE LOCAL PLAN (2013)		
Waste Management	WM8	Waste Prevention and Resource Management
	WM9	Sustainable Waste Management Design and Layout for New Development

Figure 7.2: Other Material Considerations

TOPIC	POLICY REFERENCE	POLICY TITLE
SUPPLEMENTARY DEVELOPMENT PLANS (SPDS) / SUPPLEMENTARY PLANNING DOCUMENTS (SPGS)		
Parking / Transport / Access	Car & Cycle Parking Standards (1996)	
	Ensuring a Choice of Travel SPD (2008)	
	Design for Access for All SPD (Undated)	
Contaminated Land	Planning Advice Note for Developers on Developing Contaminated Land (Undated)	
Design	Planning Advice Note on Refuse Storage and Recycling Facilities in New Developments (2005)	
	New Residential Development SPG (1996)	
EMERGING LIVERPOOL LOCAL PLAN (SUBMISSION VERSION, 2018)		
Site Allocation & Principle of Development	H7	Primarily Residential Areas
	TP1	Improving Accessibility and Managing Demand for Travel
	HD1	Heritage Assets: Listed buildings, Conservation Areas, Registered Parks and Gardens, Scheduled Ancient Monuments
	EC1	Employment Land Supply
	EC3	Delivering Economic Growth
	EC5	Office Development
	H1	Housing Requirement
	H3	Proposals for Residential Development
	H4	Older Persons Housing
H12	Accessible Housing	

Planning Policies & Guidance

TOPIC	POLICY REFERENCE	POLICY TITLE
	H13	New Housing - Physical and Design Requirements outside the City Centre
	H14	New Residential Development Open Space Requirements
	SP4	Food and Drink uses and Hot Food take-aways
	SP1	The Hierarchy of Centres for Liverpool
	SP5	Community Facilities
	SP6	Out-of-Centre and Edge-of-Centre Retail and Leisure Uses
	STP1	Spatial Priorities for the Sustainable Growth of Liverpool
	STP2	Sustainable Growth Principles and Managing Environmental Impacts
	STP4	Presumption in Favour of Sustainable Development
Design	UD1	Local Character and Distinctiveness
	UD2	Development Layout and Form
	UD3	Public Realm
	UD4	Inclusive Design
	UD5	New Buildings
	UD8	Public Art
Environment	STP3	Protecting Environmentally Sensitive Areas
	GI1	Green Infrastructure Resources
	GI5	Protection of Biodiversity and Geodiversity
	GI7	New Planting and Design
	GI9	Green Infrastructure Enhancement
	R1	Pollution
	R3	Flood Risk and Water Management
	R7	Renewable and Low Carbon Energy
Transport	STP5	Infrastructure Provision
	STP6	Developer Contributions
	TP2	Transport Assessments
	TP5	Cycling
	TP6	Walking and Pedestrians
	TP7	Taxis
	TP8	Car Parking and Servicing
	TP9	Public Transport

Planning Policies & Guidance

TOPIC	POLICY REFERENCE	POLICY TITLE
SPATIAL DEVELOPMENT STRATEGY – ABOUT LIVERPOOL CITY REGION: OUR PLACES (2019)		
Policy Themes	Environment and Climate Change	
	Healthier, Safer and Resilient Homes and Communities	
	A Thriving and Vibrant City Region	
	A Connected City Region	
	An Inclusive Economy	
	The Infrastructure We Need	
NATIONAL PLANNING POLICY FRAMEWORK (2019)		
Achieving Sustainable Development	Chapter 2	
Decision-Making	Chapter 4	
Delivering a sufficient supply of homes	Chapter 5	
Building a strong, competitive economy	Chapter 6	
Ensuring the vitality of town centres	Chapter 7	
Promoting healthy and safe communities	Chapter 8	
Promoting sustainable transport	Chapter 9	
Making effective use of land	Chapter 11	
Achieving well-designed places	Chapter 12	
Meeting the challenge of climate change, flooding and coastal change	Chapter 14	
Conserving and enhancing the natural environment	Chapter 15	
Conserving and enhancing the historic environment	Chapter 16	
PLANNING PRACTICE GUIDANCE (2014 AND AS AMENDED)		
Air Quality		
Appropriate Assessment		

Planning Policies & Guidance

TOPIC	POLICY REFERENCE	POLICY TITLE
Climate Change		
Design: process & tools		
Effective use of land		
Environmental Impact Assessment		
Flood risk and coastal change		
Historic Environment		
Housing		
Land affected by contamination		
Light pollution		
Natural environment		
Noise		
Open space		
Planning obligations		
Travel Plans, Transport Assessments and Statements		
Use of planning conditions		
Waste		
Water supply, wastewater and water quality		
NATIONAL DESIGN GUIDE (2019)		
Context		
Identity		
Built Form		
Movement		
Nature		
Public Spaces		
Uses		
Homes & Buildings		
Resources		
Lifespan		
ECONOMIC STRATEGIES		
Liverpool City Region	Building Our Future – LCR Growth Strategy (2016)	
	Strategic Investment Fund (SIF) Strategy (2018)	
	Construction Action Plan (2018)	
	SIF Skills Capital Funding Prospectus (2019)	
	Our Future Together, Metro Mayor Manifesto (2017)	

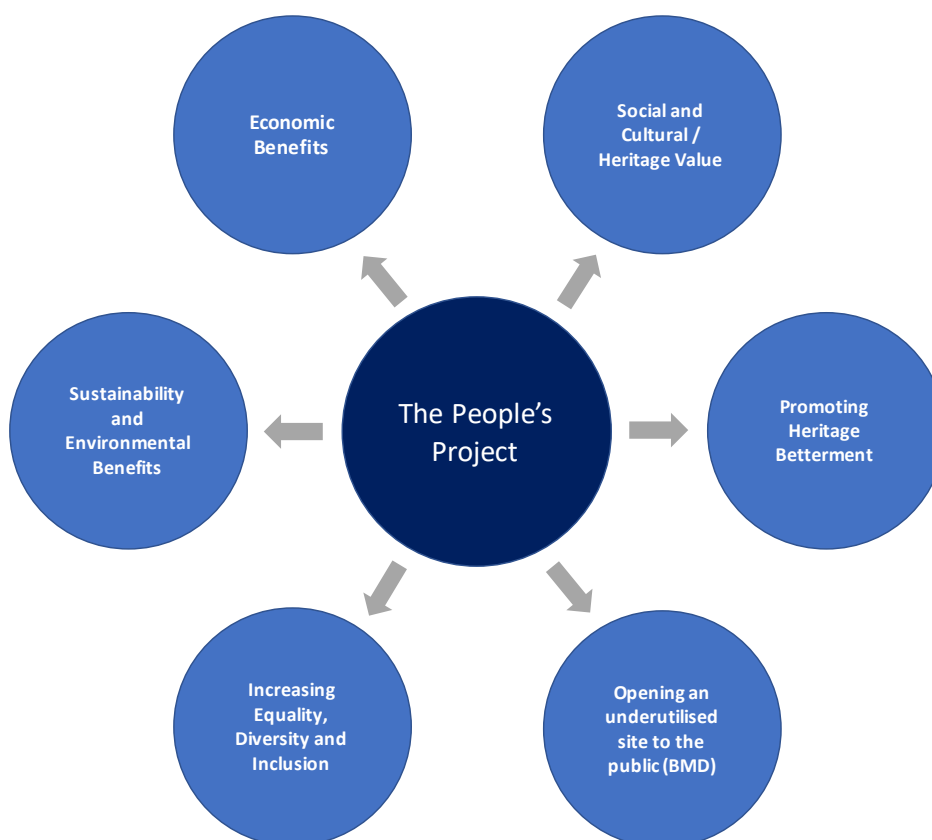
Planning Policies & Guidance

TOPIC	POLICY REFERENCE	POLICY TITLE
Liverpool City Council	Inclusive Growth Plan: A strong and growing city built on fairness (2018)	
Regional	The Northern Powerhouse Strategy (2016)	
International	United Nations Sustainable Development Goals (2015)	

8.0 Public Benefits

- 8.1 The following section summarises the benefits of The People's Project – comprising both the proposed new stadium at BMD and the GPLP, which is enabled by the stadium move. Benefits relating specifically to the GPLP are also detailed.
- 8.2 The People's Project will deliver a development of the significance, scale and quality that could have a substantial impact, not only on the Goodison Park community and the communities of North Liverpool, but on the wider Liverpool City Region and North West. It is important to understand the implications of these impacts and how they will deliver the level of public benefits that will be transformational for the City.
- 8.3 Everton has commissioned a series of impact assessments⁷, technical studies and undertaken analysis of the proposals for the GPLP and BMD to understand the combined quantitative and qualitative benefits that will arise from the People's Project. These benefits are explored extensively in the planning application for a new stadium at BMD and are benefits that can be attributed to the wider People's Project – with both projects submitted in parallel and intrinsically linked in terms of their delivery.
- 8.4 These wider benefits of the People's Project are illustrated in Figure 8.1 below.

Figure 8.1: Public Benefits of the People's Project



Source: CBRE

⁷ These quantitative assessments are set out further within this section and include an 'Economic Impact Assessment' by CBRE (2019 - ES Volume III) and 'The Societal Value of the Relocation of Everton Football Club' by Real Worth (2019 – Standalone Report).

Public Benefits

- 8.5 At a national level, the NPPF places sustainable development at its heart and recognises that there are three dimensions of sustainable development: economic, social and environmental (NPPF, Paragraph 8). These include:
1. an **economic objective** – to help build a strong, responsive and competitive economy;
 2. a **social objective** – to support strong, vibrant and healthy communities; and
 3. an **environmental objective** – to contribute to protecting and enhancing the natural, built and historic environment.
- 8.6 These objectives are interdependent and need to be pursued in a manner which is mutually supportive. The public benefits of the People’s Project explored in this section are fundamentally rooted in the three pillars of the NPPF and support the overarching principles of sustainable development, from national through to local level.
- 8.7 The benefits of the People’s Project align with the United Nations Sustainable Development Goals (‘UN SDGs’), which provide an internationally recognised set of objectives to 2030 that seek to achieve a better and more sustainable future; by addressing global challenges related to poverty, inequality, climate change, environmental degradation, peace and justice. The UN SDGs were adopted by all United Nations Member States in 2015.
- 8.8 The SDGs provide a useful measure of how the People’s Project will contribute to achieving internationally adopted objectives for sustainable development. The 17 UN SDGs, which are intrinsically interconnected, are illustrated in Figure 8.2 and the outputs of the People’s Project are considered against these goals within the Planning Statement submitted in support of the full planning application at BMD.

Figure 8.2: United Nations Sustainable Development Goals



Source: United Nations, 2019

- 8.9 The following provides a summary of the key benefits of the People’s Project, as they relate to the GPLP.

ECONOMIC & SOCIAL BENEFITS

- 8.10 The economic and social benefits of the project are two key pillars of sustainable development in the context of the NPPF and contribute to addressing a range of indicators

Public Benefits

which underpin the UN SDGs. To understand the social and economic impacts of the People's Project, the Club has commissioned a series of assessments which quantify the economic and societal value of the People's Project to the people of Liverpool and the wider City Region. These studies are submitted as part of this planning application and include:

1. An economic impact assessment to understand the impact of the Club relocating its stadium, which includes an assessment of the economic impact of the GPLP development as part of the wider People's Project⁸; and
 2. An assessment of the societal value as a result of the relocation of the Club, of the GPLP and the growth of EitC⁹.
- 8.11 These studies provide a comprehensive assessment of the quantifiable public benefits of the People's Project, which will have a significant impact on both the local community and the wider City Region. The headline quantifiable benefits of each assessment are summarised below. Full details of the methodology and outputs of these assessments can be found in the individual impact reports.
- 1. Economic Benefits**
- 8.12 The Economic Impact Assessment has assessed the collective benefits of the People's Project based on core guidance including from the HM Treasury, The Green Book: Central Government Guidance on Appraisal and Evaluation (2018); Homes and Communities Agency (HCA), Employment Density Guide (Third Edition, 2015); and the HCA, Additionality Guide (Fourth Edition, 2014).
- 8.13 It recognises that the proposed GPLP and the new stadium project are not projects in isolation but a series of projects with significant and complex inter-relationships that require measurement and assessment. There are four key elements of analysis that were examined, including:
1. The current baseline socio-economic contribution of Everton operating from Goodison Park;
 2. The additional (or incremental) impact of the new stadium proposals at BMD;
 3. The legacy impact of Everton as part of the Goodison Park community as a result of the redevelopment of the Club's existing stadium site (the GPLP); and
 4. The catalytic impact on surrounding neighbourhoods at BMD within the 'Northern Ten Streets' area (broadly including land within the Ten Streets to the north of the Titanic hotel)
- 8.14 The findings of the Economic Impact Assessment demonstrate that the People's Project will deliver transformational benefits for North Liverpool, the Liverpool City Region and the wider North West Region. It illustrates that the GPLP alone will generate significant economic benefits – with close to 2,000 jobs supported and significant investment into the local economy during the construction and operational phases of the development.
- 8.15 The key headline impacts of the wider People's Project are set out in Figure 8.3 – which together are hugely significant for the City Region.

⁸ Economic Impact Assessment, CBRE, 2019

⁹ The Societal Value of the Relocation of Everton Football Club, Real Worth, 2019

Public Benefits

Figure 8.3: Headline Economic Benefits of the People's Project

OUTPUT	GOODISON PARK LEGACY	NEW STADIUM AT BMD	WIDER CATALYTIC DEVT ADJACENT TO BMD ¹⁰
CONSTRUCTION PHASE (LCR IMPACT)			
Construction Value	£76m	£335m	£212m
Construction Jobs	1,402	5,626	3,562
Construction GVA	£67m	£271m	£171m
Apprenticeships/Trainee Jobs	76	335	212
OPERATIONAL PHASE (LCR IMPACT)			
Net Additional Jobs & Supported Jobs	520	312	2,046
Net Additional GVA	£29.5m	£11.2m	£99m
Net Additional Wage Income (BMD) & Household Income (GPLP and Wider Scheme)	£6.8m	£14.5m	£28m
Net Additional Spend (suppliers, supporters, visitors and marketing)	£1.42m	£39.5m	n/a

Source: CBRE

- 8.16 The Economic Impact Assessment demonstrates that the People's Project will provide a once-in-a-generation opportunity to deliver significant economic benefits to Liverpool and to catalyse the regeneration of priority neighbourhoods in the north of the City which are in economic distress and rank below the City and National average on almost all indices of deprivation¹¹.

2. Social Benefits

i) Social Benefits: Headlines

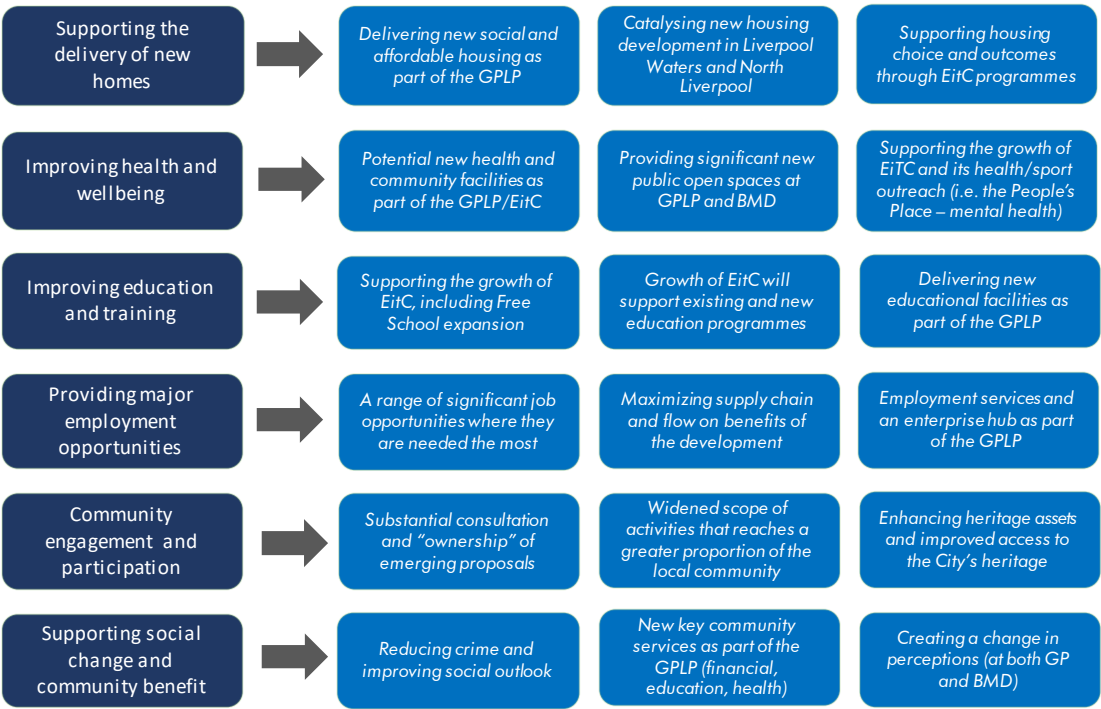
- 8.17 The People's Project provides an opportunity to maximise the social benefits and value to the public, within its local community and across the City – delivering unique benefits that will induce social change, improve quality of life, raise attainment and deliver inclusivity across a wide range of communities in North Liverpool.
- 8.18 Figure 8.4 provides a summary of the key social benefits of the project which have particular relevance to the community focussed proposals that will be delivered as part of the GPLP and which would be supported as a result of the growth of EitC.

¹⁰ This is an assessment of the catalytic impact on surrounding neighbourhoods at BMD within the 'Northern Ten Streets' area (broadly including land within the Ten Streets to the north of the Titanic hotel), based on an illustrative masterplan prepared by Stride Treglown Architects in relation to the stadium development at BMD.

¹¹ Economic Impact Assessment, CBRE, 2019, Pages 22-28

Public Benefits

Figure 8.4: Headline Social Benefits of the People’s Project



Source: CBRE

ii) Societal Value of the People’s Project to GPLP & EitC

- 8.19 An assessment of societal value of the GPLP and the growth of EitC which will occur as a result of the relocation of the Club has been undertaken by specialist Social Value Consultants Real Worth. This assessment considers the societal value creation of two elements of the People's Project:
1. The Goodison Park Legacy Project; and

2. The increase in operational capacity of EitC as a result of the stadium relocation.
- 8.20 Societal value is the quantification of the relative importance that people place on the social and environmental changes they experience in their lives. The assessment has been underpinned by a comprehensive socio-economic review of the areas influenced by the activities of EitC and the impacts of the GPLP aspects of the People’s Project. It is based on information obtained via direct interviews supported by information from monitoring reports, testimonials, case studies, participant survey information, academic studies and reports of EitC programmes, other reporting requirements for funders and direct correspondence with programme delivery teams.
- 8.21 This assessment has found that the combined societal value of the GPLP and EitC year-on-year between 2024 and 2033 is over £182M. EitC is predicted to generate significant social value, with 20% of its total growth over a 10 year period considered to be attributable to the stadium relocation and development of the GPLP – which is considered conservative. The additional value to the People’s Project is illustrated in Figures 8.5 and 8.6 below.

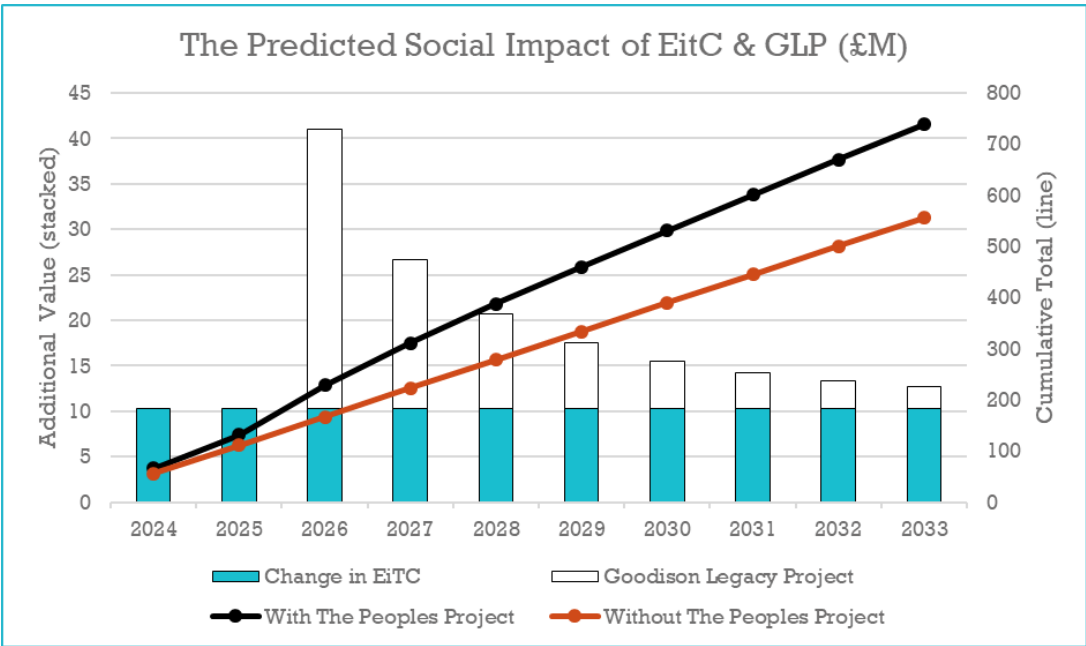
Public Benefits

Figure 8.5: The Societal Benefits of GPLP and EitC

ACTIVITY	WITHOUT THE PEOPLE'S PROJECT £M (2024-2033)	WITH THE PEOPLE'S PROJECT £M (2024-2033)	ADDITIONAL VALUE FROM THE PEOPLE'S PROJECT £M (2024-2033)
EitC	556.0	658.9	102.9
Goodison Park Legacy Project	0.0	79.4	79.4
Grand Total	556.0	738.3	182.3

Source: Real Worth

Figure 8.6: Chart Illustrating the Societal Benefits of GPLP and EitC



Source: Real Worth

8.22 The cumulative increase of value over time demonstrates that the move to the new stadium will generate significantly more societal value than the Club can produce without the People’s Project. This increase represents help for many thousands of additional beneficiaries of both EitC, and those that will benefit from the delivery of the Goodison Park Legacy Project. While the amount of societal value generated by the combined projects is significant, it represents a conservative prediction and it is likely that the actual amount of societal value will be substantially more than is shown in the analysis. This assessment is separate to the economic impact assessment – and therefore can be considered to be additional.

3. Summary of Economic and Social Impacts

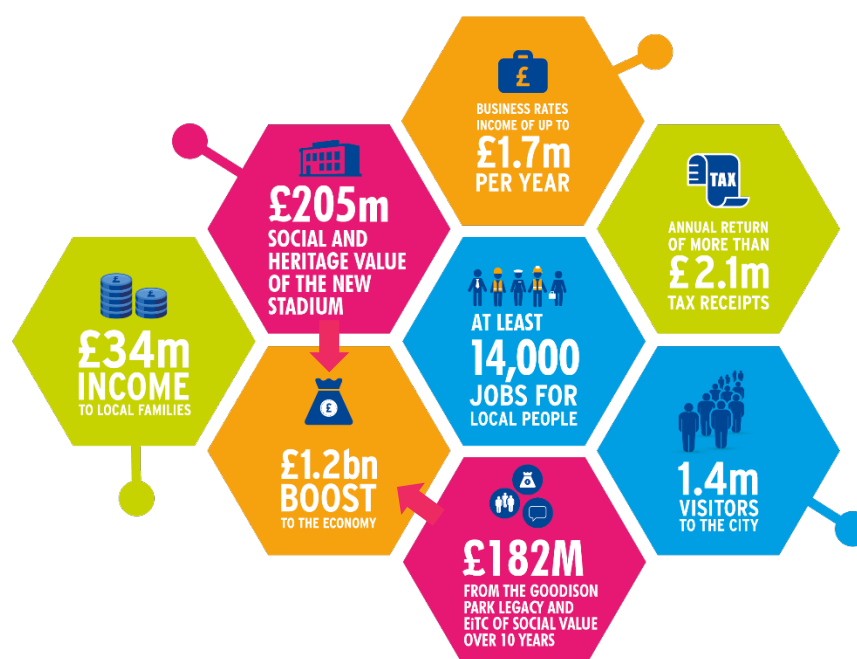
8.23 A quantitative assessment of the economic and social benefits of the People’s Project demonstrates that, in combination, the proposals will deliver a generational economic and social impact on the local communities of North Liverpool, the City of Liverpool, Merseyside and in the wider North West region. The project has the potential to generate more than £1.2bn of value to the economy and create at least 14,000 jobs in the City Region alone, with many more jobs created across the wider North West region. These benefits are

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considered to be a conservative estimate and do not include the impact of the project outside of the City Region.

- 8.24 Figure 8.7 brings together the combined economic and social value of The People's Project. These aggregate calculations demonstrate that the project will have very significant benefits for the City Region and have the potential to truly provide a once-in-a-generation opportunity to deliver a project of a scale that can transform and catalyse development in North Liverpool, which is a major focus of regeneration in the City. This includes significant benefits as a result of the GPLP, including more than £180m in societal value, which will have a significant impact on the communities of Liverpool 4 if the Club relocates its stadium to BMD.

Figure 8.7: Headline Aggregated Social and Economic Benefits



Source: CBRE

OTHER BENEFITS

- 8.25 In addition to the transformational economic and social benefits that will be realised, the People's Project will also deliver wider additional benefits which support the core pillars of the NPPF and align closely with the UN SDGs. These include:
1. **Equality, Diversity and Inclusion** – a review of Everton's actions in support of equality, diversity and inclusion ('EDI') principles has been undertaken across all the Club's operations, including staff, fans and the community. At least 20% of EitC's future growth (which is considered to be conservative)¹² is estimated to be attributable to the People's Project, including the relocation of the Club and the delivery of the Club's legacy project (GPLP). This will have significant benefits to the Club's EDI objectives in:
 - i. *Maintaining and strengthening commitments to L4 and the surrounding areas to support inclusivity.* EitC has a long-established relationship with the local community and will continue to support the improvement of people's lives. The new stadium will support the

¹² The Societal Value of the Relocation of Everton Football Club, Real Worth, 2019

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growth of EitC to expand its reach into new programmes, initiatives and development opportunities at Goodison Park and in the local community which will further place EDI at the heart of both EitC and the Club.

- ii. *Extending inclusive support to the most vulnerable and tackling difficult issues.* EitC does not shy away from issues that are hard to tackle and understands its responsibility to continue this approach to social initiatives such as tackling mental health problems, social exclusion and/or employment opportunities for minority groups and the most vulnerable and disadvantaged.
- iii. *Meaningful engagement with the local community.* One of EitC's success factors is its ability to respond to the most pressing needs in the local community through engagement and outreach efforts to ensure all facets of the community feel included. This will be enhanced through the growth of EitC to inform new programmes and initiatives.
- iv. *Innovation and scale-up.* EitC regularly develops and tests new approaches and works with partners to scale-up initiatives that have a positive impact. This could include issues such as access to capital and office space for start-ups which would be catalysed by the GPLP and support the Club's existing and future EDI initiatives.

2. **Sustainability** – Everton is committed to delivering a sustainable development at GPLP. However, it is recognised that the necessary delay to the commencement of the GPLP, associated with the requirement for the new stadium to be constructed at BMD and Everton relocated prior to any demolition works starting at Goodison Park, means that work on site is not expected to commence until 2024. During this time, technology and regulations, guidance & targets regarding sustainability (e.g. BREEAM, Building Regulations) could change and therefore affect the sustainability and energy strategy for the GPLP development. As the design of the GPLP progresses, a sustainability strategy will be developed to identify the options available for low and/or zero carbon energy use and sustainable practices, such as reducing waste, increasing recycling and encouraging sustainable travel to / from the site.

As a minimum the proposed development will be compliant with the relevant Building Regulations.

In addition, as the outline application proposes a number of uses in which the end occupier is not yet confirmed, such as the D1 Use Class (Non-Residential Institution) floorspace which encompasses a range of facilities/services, the strategy regarding suitable energy options and sustainable practices cannot be meaningfully concluded at the outline application stage.

As such, Everton commits to the provision of a site wide sustainability strategy at the Reserved Matters stage, secured via a planning condition, that is commensurate with the contemporary sustainability standards at that point in time to ensure that the GPLP is developed in accordance with a suitable and relevant strategy regarding energy and sustainable practices.

3. **Heritage** – The impact of the GPLP is considered to be positive, in heritage terms, through a reduction in visible massing, as well as the potential of the proposals to deliver a high quality architectural contribution to the city, and as a backdrop to the Grade II* Registered Parks & Gardens of Stanley Park and Anfield Cemetery, as well as the listed buildings within them.
4. **Other Environmental Benefits** – As detailed in the submitted Environmental Statement (Volume 2), the proposed GPLP development is anticipated to result in several beneficial environmental effects, in addition to the heritage and socio-economic benefits identified above. With mitigation measures in place, this includes major beneficial impacts in terms of the effect on the townscape character of the National Cycle Route 810 and the Sport Ground Townscape Character Area; major beneficial impacts from viewpoints of residents within close proximity

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of the site on Goodison Road, Gwladys Street, Diana Street and Bullens Road; and major to moderate beneficial impacts in terms of daylight and sunlight receptors in some adjacent existing properties. Further details of these impacts are provided in Section 9.0 of this Planning Statement and Chapter 17 of the submitted Environmental Statement (Volume 2).

SUMMARY

- 8.26 It has been demonstrated that the People’s Project will have significant and tangible public benefits for both the immediate communities within which the project sits and for the wider Liverpool City Region. The project is a generational opportunity for Liverpool to deliver a project that will have a genuine impact on its communities and which will generate considerable benefits for a wide range of stakeholders across the City.

9.0 Planning Considerations

9.1 The following section summarises the planning considerations that should be taken into account when determining this planning application. These considerations are grouped as follows:

1. Principle of development
 - a. Site Allocation
 - b. Proposed uses
 - c. Reuse of a previously developed site
 - d. Public benefits
2. Design
 - a. Parameters
 - b. Townscape & Visual Impact
 - c. Daylight / Sunlight & Overshadowing
3. Other environmental effects
 - a. Transport
 - b. Noise
 - c. Air Quality
 - d. Ground Conditions
 - e. Flood Risk
 - f. Archaeology
 - g. Built Heritage
 - h. Ecology

1. PRINCIPLE OF DEVELOPMENT

A) Site Allocation

- 9.2 The site is situated within a Primarily Residential Area and therefore the proposals to deliver up to 173 residential units are considered appropriate for this location.
- 9.3 In accordance with **UDP Policy H4**, the proposals to provide new community facilities and business development are acceptable as they are not anticipated to have a significant adverse impact upon traffic generation, residential amenity, the character of the area or car parking to an extent that would warrant refusal of the application.
- 9.4 The proposed business, community and residential uses therefore comply with the allocation of the site within the Primary Residential Area.

B) Proposed Uses

Residential Development

- 9.5 The proposed development of up to 173 residential units as part of the GPLP complies with **UDP Policy H4**, which considers housing development within the Primarily Residential Area to be suitable, subject to various criteria.

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- 9.6 The provision of housing in this location also complies with the **NPPF** policy ambition to significantly boost the supply of housing (para. 59).
- 9.7 The application site has been considered as part of the Council's Strategic Housing Land Availability Assessment (SHLAA, 2018), which assessed the site as being 'Category 2' (site reference 4821). Such sites are recognised as being subject to a limited level of constraints and could be suitable for development in the 6 – 10 year period. As a Category 2 site, the application site was therefore considered developable.
- 9.8 The site was assessed in the SHLAA in terms of its suitability and scored a maximum of 50, indicating that the site is suitable for residential development.
- 9.9 Therefore, the principle of proposed residential development in this location is supported by the statutory development plan and the Council's supporting evidence base.

Residential Institution

- 9.10 The proposed development includes a Residential Institution (Use Class C2), which could be a mixed care home and extra care facility, which could comprise approximately 78 beds within the care home and 24 apartments within the extra care facility.
- 9.11 The potential use of this block as a care facility accords with **UDP Policy C2** as the development will not have a significant adverse impact on residential amenity. Future reserved matters submissions will demonstrate compliance with the remaining policy criteria, including ensuring that there is adequate car parking, servicing, fire escapes and adequate garden / amenity space. However, at this stage the illustrative masterplan demonstrates that car parking for this block and appropriate amenity / open space can be provided within the site.

Non-Residential Institution

- 9.12 Across the proposed development, a total of up to 9,998 sq m GEA of Non-Residential Institution floorspace is proposed.
- 9.13 This floorspace could accommodate a health centre, education facility, enterprise centre and potential gallery / museum.
- 9.14 These uses are considered to comply with **UDP Policies GEN7 and C1**, which encourage the development of community and social facilities, particularly in locations which are accessible by public transport.
- 9.15 The potential education use complies with **UDP Policy C5**, which seeks to ensure that new schools are located and designed for maximum convenience and accessibility. The detailed layout and design of this block will be provided at reserved matters stage, which will need to demonstrate further compliance with this policy.
- 9.16 The potential for a new health centre complies with **UDP Policy C3** in that the proposed location is considered accessible by public transport, including both bus and train.
- 9.17 The submitted Transport Assessment demonstrates that on-site (off-street) parking for a health centre can be provided but is slightly lower than the average provision for health centres in the area. However, the Transport Assessment notes that on-street parking provision can also be made to provide for visitors to the health centre.

Planning Considerations

Commercial / Retail Uses

- 9.18 In total, across the GPLP development, up to 7,518 sq m (GEA) of commercial floorspace is proposed as part of the GPLP, the majority of which is Business (office / Use Class B1a) use.
- 9.19 In terms of office use, **UDP Policy E2** states that in areas outside the Main Office Area, permission for appropriate Use Class B1 or A2 development will be permitted, subject to the consideration of residential amenity, traffic generation and other plan policies.
- 9.20 The assessments submitted alongside this planning application, as summarised briefly below, demonstrate that there are no significant adverse impacts associated with residential amenity or traffic generation associated with the proposed development which would warrant refusal of the proposed development.
- 9.21 The **NPPF** and the **UDP (Policies GEN5 & S5)** advocate a town centre first approach to retail development. This is also the case in the **NPPF** for office development, which is defined as a Main town centre use (p. 68).
- 9.22 The site occupies an Edge-of-Centre location, in relation to the County Road District Centre.
- 9.23 In terms of the office development, a proportion of this is anticipated to be occupied by staff of EitC. The provision of office space within the community in which the charity works would be beneficial in terms of operational efficiency and therefore an alternative location to Goodison Park which is in-centre is not considered suitable.
- 9.24 The proposed office space not assigned to EitC will be taken up by other businesses, which could include companies with links to the local area or the GPLP campus specifically (e.g. Registered Providers, companies associated with EitC or the proposed uses at GPLP), which may benefit from proximity to the GPLP development.
- 9.25 The County Road District Centre is a linear centre which mostly follows the building line of terraced properties fronting either side of County Road. The properties mostly comprise commercial ground floor units, some of which have residential uses above. These properties serve a different market to the purpose-built, multi-storey office development proposed as part of the GPLP. Therefore, an alternative, in-centre location is not considered suitable for this aspect of the proposed development.
- 9.26 Under **UDP Policy S5**, the Council will ensure that the vitality and viability of District Centres is maintained and enhanced. **UDP Policy S6** relates to development in or on the edge of district centres and is therefore applicable. The Council will permit development if it is demonstrated that there is a need for the development and the sequential approach has been carried out. Furthermore, the development must not undermine the vitality and viability of nearby designated centres.
- 9.27 The proposed development has not been informed by an impact assessment as the amount of retail floorspace proposed is less than the **NPPF** threshold of 2,500 sq m (applicable as there is no locally set threshold within the UDP).
- 9.28 The **NPPF** no longer requires applicants to present evidence of the need for retail development and so this aspect has not been demonstrated.
- 9.29 In terms of the sequential test, the proposed retail floorspace is anticipated to be small-scale, serving the day-to-day needs of the residents and employees of the proposed development. Therefore, it is not considered that this scale of retail development, which intends to serve a localised need, would undermine the existing County Road offer.

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- 9.30 Furthermore, the proposed A-Use Class (A1-A5) development is proposed to occupy the ground floor of blocks around the development site, in order to create active frontages and encourage movement around the site.

C) Reuse of a previously developed site

- 9.31 The reuse of this site aligns with **UDP Policy GEN8**, which seeks to recycle land for productive use. The proposed development also meets the requirements of **UDP Policy EP1**, which encourages the reclamation of derelict land and the restoration of neglected land, to be redeveloped for alternative uses. This approach is supported in the **NPPF** which seeks to make effective use of land and supports opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land (para. 118).
- 9.32 The main principle behind the GPLP aligns with the above policy objectives by making best use of an existing developed site, and by delivering a community-led regeneration scheme in an existing urban area.
- 9.33 The proposals to develop up to 173 residential units and a mix of community, retail and commercial uses at the site are therefore considered sustainable in terms of the proximity of the site to existing infrastructure and the community which the development intends to serve, as well as the ability to redevelop, and remediate where necessary, a significant brownfield site within the Walton area.

D) Public Benefits

- 9.34 The public benefits of The People's Project, as detailed in Section 8.0 of this Planning Statement, are a key consideration in the determination of this planning application.
- 9.35 These benefits, particularly in terms of job creation, social value and additional value to the economy, demonstrate the compliance of the proposed People's Project with the economic and social dimensions of sustainability, as set out in the **NPPF** (para. 8).
- 9.36 The People's Project demonstrates clear alignment with the economic strategies summarised in Appendix 1 of this Planning Statement, including at local, City Region and national strategy levels.
- 9.37 This Planning Statement has demonstrated that the socio-economic benefits of The People's Project are anticipated to have a far-reaching geographical impact, going beyond the LCC administrative boundary to benefit the City Region and North West. The benefits are particularly transformational when considering the impact they will have upon priority regeneration areas, which include some of the most deprived parts of North Liverpool and the UK.
- 9.38 The public benefits are therefore considered to be substantial.

2. DESIGN

A) Parameters

- 9.39 The parameters proposed within this outline planning application have considered the site context and the history of the site and have been developed following extensive public consultation and further engagement with LCC and other statutory consultees.
- 9.40 In accordance with **UDP Policy HD18**, it is considered that the massing of the proposed development responds well to the local area, reducing the mass of the current stadium to

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the benefit of surrounding residential properties, but also using massing to reflect the site's history as one of the first purpose-built football stadiums in the country.

- 9.41 As detailed in the submitted Design & Access Statement, the design principles which have informed the illustrative masterplan include the desire to create a memory of the stadium, retaining a representation of the pitch, as the recognised 'special space', surrounded by built form.
- 9.42 These parameters have also been shaped by the ten principles of good design, as established in the **National Design Guide** (2019). In particular, the outline design responds to the need to recognise the context of the site, create an identity which is attractive and distinctive and aid movement around the site whilst creating a mix of integrated uses and public spaces which are social and inclusive.
- 9.43 Although details of the proposed landscaping are reserved for future determination, the intended creation of a significant area of public open space within the site aligns with the principles of **UDP Policy OE14** to create on-site open space in new residential developments.
- 9.44 Adhering to the principles established in **UDP Policy HD20** and the **NPPF** (para. 127), the illustrative masterplan shows that this landscaped area will be overlooked by the surrounding buildings, thus enhancing personal safety and crime prevention. The Design & Access Statement details how delineation between public and private space could be created through level changes and boundary treatment, with secure access being required for certain areas of the site.

B) Townscape & Visual Impact

- 9.45 There are several policies which seek to protect important views and vistas affecting listed buildings and other heritage assets, including Registered Parks & Gardens. This includes **UDP Policies HD15, HD18 and HD5**. The **NPPF** promotes development which is sympathetic to local character and history, including the surrounding built environment and landscape setting (paras. 127 & 192).
- 9.46 A Townscape & Visual Impact Assessment has been undertaken to consider the impact of the proposed massing of the GPLP upon the townscape and viewpoints in the local area, including from the Grade II* Registered Parks & Gardens of Stanley Park and Anfield Cemetery. The findings of the assessment are reported in ES Volume II, Chapter 11.
- 9.47 The viewpoint locations used in the TVIA were agreed in advance with Liverpool City Council.
- 9.48 The TVIA identified that during the construction phase it is anticipated that there will be a major adverse effect upon the Goodison Park stadium, National Cycle Route 810 (as it immediately passes the site) and the Sports Ground Townscape Character Area, as well as views from residential receptors located in close proximity to the site. A moderate adverse and significant impact is also anticipated at two viewpoints (viewpoints 8 & 9) to the south of the site during the construction phase. All of these impacts are temporary in nature.
- 9.49 On completion of the development (i.e. its operational period), it is anticipated that there will be a major adverse effect associated with the loss of Goodison Park as a locally valued townscape feature. Moderate adverse residual effects are also identified upon views experienced by pedestrians, cyclists and cemetery visitors at Viewpoint 8 at the Priory Road junction with Walton Lane and pedestrian and cyclist receptors at Viewpoint 9 on Spellow Lane.

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- 9.50 In terms of long term beneficial impacts, the TVIA anticipates that during the operational phase there will be a major beneficial impact on the Sports Ground Character Area and National Cycle Route 810 (as it immediately passes the site). A further major beneficial effect is anticipated upon the views from residential receptors in close proximity of the site (Goodison Road, Gwladys Street, Diana Street and Bullens Road).

C) Daylight / Sunlight & Overshadowing

- 9.51 In accordance with **UDP Policy HD18**, the proposed development has been designed to avoid severe loss of amenity or privacy to adjacent residents in terms of Daylight, Sunlight & Overshadowing.
- 9.52 **Emerging Local Plan Policy UD2** requires development proposals to demonstrate the establishment of sufficient sunlight and daylight. In accordance with these policies, a Daylight, Sunlight & Overshadowing assessment has been carried out and is reported in ES Volume II, Chapter 10.
- 9.53 The assessment has considered the potential daylight and sunlight effects of the proposed development at Goodison Park on the existing residential receptors, assessed against the Baseline Scenario (i.e. the existing stadium).
- 9.54 The effects of the proposed scheme on the daylight and sunlight to the existing neighbouring receptors have been considered and overall the proposed development will have various effects, ranging from negligible to being of major beneficial significance, which will be permanent (long term).
- 9.55 The proposed development causes a lesser obstruction than that caused by the existing stadium massing and this is reflected in the results where a high level of daylight and sunlight is retained to the vast majority of neighbouring buildings in the proposed development scenario, in excess of the requirements within relevant guidelines¹³.

3. OTHER ENVIRONMENTAL EFFECTS

- 9.56 In accordance with **UDP Policy EP15** and relevant legislation, this application is accompanied by an Environmental Impact Assessment (EIA) which considers the potential environmental impacts arising from the proposed development. Details of the impacts and proposed mitigation measures are provided in the Environmental Statement (Volumes II & III). The following provides a brief summary of the environmental effects against the policy requirements at national and local levels.

A) Transport

- 9.57 In accordance with requirements of **UDP Policy T15** and the **NPPF** (para. 111), the impact of the proposed development upon the highway network has been considered in the Transport Assessment.
- 9.58 ES Volume II, Chapter 7 relates to Transport and identifies several mitigation measures to address the potential for adverse impacts in the form of severance, pedestrian amenity, pedestrian and driver delays and road safety.
- 9.59 During the construction phase, proposed mitigation measures include the establishment of a Construction Environmental Management Plan (CEMP), which will contain a Construction

¹³ Building Research Establishment (BRE) Report 209, (2011). Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice (Second Edition).

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Travel Plan to encourage construction workers to use public transport, walking, cycling or car sharing to travel to the site. Designated HGV routes will also be established so that HGVs do not adversely affect more sensitive areas.

- 9.60 For the operational phase, the establishment of a Travel Plan is proposed, to be secured via a planning condition. The aim of this document is to reduce travel by single occupancy vehicles and encourage sustainable travel where practical. This strategy accords with **UDP Policies GEN6, T6 and T7** and the **NPPF** (Chapter 9 & para. 91).
- 9.61 Further mitigation includes the establishment of new crossing points to connect the site to the existing pedestrian network. All new road junctions, pedestrian and vehicle routes will be subject to safety audit both during the design and operation stages.
- 9.62 Following the implementation of these measures, the majority of effects are deemed negligible, with minor adverse impacts anticipated on road safety during the construction and operational phases.
- 9.63 Regarding on-site parking, the illustrative masterplan demonstrates that up to 393 off-street and 27 on-street car parking spaces can be provided to serve the development. At detailed design stage further information will be provided regarding the type and layout of the proposed development, to demonstrate compliance with the requirements of **UDP Policy T13** and the Council's **Ensuring a Choice of Travel SPD (2008)**. Details of the provision of electric vehicle charging points will also be provided, in accordance with the **NPPF** (para. 110(e)) and **emerging Local Plan Policy TP8**.
- 9.64 The Transport Assessment concludes that the proposed GPLP can be accommodated by the existing transport network and the measures proposed. It is considered that the proposed development is acceptable in transport planning terms, having regard to the statutory development plan and other material considerations.

B) Noise

- 9.65 A Noise Assessment has been carried out to identify the potential impact of the proposed development and propose suitable mitigation measures, to ensure that the development accords with **UDP Policy EP11** by protecting amenity and environmental health.
- 9.66 The findings of the Noise Assessment are presented in ES Volume III, Appendix 9.1 and ES Volume II, Chapter 9.
- 9.67 Potential sources of noise include road traffic noise, breakout from Building Services Plant and noise associated with the proposed demolition and construction works.
- 9.68 The assessment considers a range of mitigation measures for the construction phase, which are detailed in ES Volume II, Chapter 4 and are to be secured through the establishment of a CEMP.
- 9.69 Noise mitigation for the operational phase includes the establishment of noise emission limits in relation to building services plant and the development of a glazing and ventilation strategy for certain blocks, depending on the end user and position of the facades relative to the surrounding road network.
- 9.70 The noise assessment concludes that based on the data, methodology and assumptions used, the site is suitable for the proposed development in terms of noise and vibration considerations.

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C) Air Quality

- 9.71 **UDP Policy EP11** relates to air quality and establishes that developments which have potential to generate unacceptable air pollution will be resisted. To demonstrate accordance with this policy an Air Quality Assessment has been carried out and the findings are reported in ES Volume II, Chapter 8.
- 9.72 This assessment considers the potential impact of the demolition and construction works, including dust creation and the potential for exceedances of Air Quality Objectives in relation to pollutants.
- 9.73 In accordance with the requirements of the UDP and **NPPF** (para. 180), suitable mitigation measures have been proposed to minimise the impact of the development upon air quality. This includes the adoption of various dust suppression measures and other best practice methods relating to air quality, during the construction phase. These measures are to be secured through the CEMP.
- 9.74 Following the adoption of these measures, which are detailed further in the submitted Air Quality Assessment (ES Volume III, Appendix 8.1) and ES Volume II, Chapter 4, the residual effect upon air quality during both construction and operational phases is not anticipated to be significant.

D) Ground Conditions

- 9.75 In accordance with **UDP Policy EP2** the Environmental Statement includes a Preliminary Environmental Risk Assessment (PERA) (ES Volume III, Appendix 13.1), which accompanies ES Chapter 13 'Ground Conditions'.
- 9.76 As required in the **NPPF** (para. 170), despoiled, degraded, derelict, contaminated and unstable land should be remediated and mitigated, where appropriate. The submitted information relating to ground conditions acknowledges that the responsibility for securing a safe development rests with the developer and/or landowner (**NPPF** para. 179).
- 9.77 The PERA identifies several receptors which could be affected by contamination, including future site users, site construction workers, groundwater & surface waters, flora and the built environment.
- 9.78 To prevent the creation of pollutant pathways forming, the report proposes a range of mitigation measures. For the construction phase this includes the adoption of good construction practices to be secured via a CEMP, such as the stockpiling of contaminated material in suitable skips / bunded areas and vehicle washing, as well as the implementation of good health and safety measures and appropriate PPE.
- 9.79 Following the demolition of existing structures on the site, a ground investigation (including ground water monitoring and ground gas monitoring) will be undertaken to fully understand the ground conditions beneath the site. Should the assessment identify that remediation is necessary, a remediation strategy will be prepared and submitted to the Council for approval. The contamination, if present, will then be removed in accordance with the agreed strategy and a validation report will be prepared and submitted to the Council for approval.
- 9.80 With the proposed mitigation measures in place, the residual impacts during construction and operation of the GPLP are anticipated to be negligible.

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E) Flood Risk

- 9.81 The prevention of flooding is detailed through **UDP Policies GEN8** and **EP13**, which require developments to avoid being at adverse risk of flooding, including avoiding increasing the risk of flooding in the surrounding area. This is reiterated in the **NPPF** (para. 163).
- 9.82 In accordance with the **NPPF** (para. 163) a site-specific Flood Risk Assessment has been produced which considers the risk of flooding at the site, the potential impacts of the proposed development and proposes suitable mitigation measures (ES Volume III, Appendix 14.1).
- 9.83 The application site is located entirely within Flood Risk Zone 1, and is therefore considered to be at low risk of flooding. The submitted Flood Risk Assessment concludes that the risk of flooding to the site from all sources is either low or not present.
- 9.84 In accordance with **UDP Policy EP12** development must not adversely affect the quality or supply of surface water or ground water. The **NPPF** encourages the use of sustainable drainage systems, unless there is clear evidence that this would be inappropriate (para. 165).
- 9.85 In terms of water resources, based on the proposed uses compared to the existing use of the application site, the ES Chapter concludes that the potable water demand of the proposed development during its construction and operation is anticipated to be greater than the current baseline condition. However, with the implementation of standard best practice measures into the construction phase via the CEMP, and into the operational phase via the detailed design, to limit potable water demand, the magnitude of effect is expected to reduce to small, resulting in a negligible effect.
- 9.86 ES Volume II, Chapter 14 (Water Resources & Flood Risk) identifies that the proposed surface water and foul water drainage strategy offer betterment to the existing condition, resulting in minor beneficial effects on the public sewer system during the construction phase.
- 9.87 Furthermore, the proposed development incorporates areas of soft landscaping, thereby providing a net increase in permeable area and betterment, compared to the existing drainage situation. In addition, the proposed runoff rate restriction for the GPLP development will be a significant reduction from the existing discharge rates.

F) Archaeology

- 9.88 In accordance with **UDP Policy HD17** and the **NPPF** (para. 189), an Archaeological Desk Based Assessment (ES Volume III, Appendix 3.1) has been produced to assess the archaeological implications of the proposed development.
- 9.89 The assessment concludes that none of the heritage assets identified within the application site are afforded statutory designation and are therefore not defined as assets of national importance that would require preservation in-situ.
- 9.90 The assessment considers that previous disturbance to the site, in the form of the construction and redevelopment of the stands of Goodison Park over time, will have destroyed any sub-surface features which remained at the site. Therefore, it is considered unlikely that archaeological deposits will have survived. The scheme is not expected to have any material archaeological effects.

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- 9.91 Prior to demolition, the report proposes that the buildings and associated infrastructure that make up Goodison Park currently are described and photographed in detail. This is a process which can be secured via a planning condition.

G) Built Heritage

- 9.92 **UDP Policies HD5 and HD15** require developments to preserve the setting and important views of listed buildings and ensure that development does not result in landscape changes which would adversely affect character and setting of Registered Parks & Gardens. This includes ensuring that new development adjacent to a Registered Park & Garden is of the highest standard of design and materials, which is appropriate to the historic character and setting of the area.
- 9.93 The NPPF establishes that any harm to or loss of the significance of a designated heritage asset should require clear and convincing justification. Regarding Grade II* registered parks & gardens, substantial harm to such assets should be 'wholly exceptional'.
- 9.94 A Heritage Statement has been provided within ES Volume III, Appendix 12.1. This Statement considers the impact of the proposed development upon designated heritage assets, including listing buildings and the Grade II* Registered Parks & Gardens of Anfield Cemetery and Stanley Park.
- 9.95 The Statement concludes that the proposed development preserves the special architectural and historic interest of nearby listed buildings.
- 9.96 The development can be described, even at outline stage, as 'making a positive contribution to local character and distinctiveness' (**NPPF** para. 192) as the proposals for a community led regeneration scheme sustain and enhance the history and role of the Club in the local area.
- 9.97 Overall, the proposed development is not considered to harm the registered park or cemetery or the listed buildings within them. The Heritage Statement concludes that the proposed development: '...rather alters it in a fashion that has a positive effect on overall heritage significance through a reduction in visible massing, as well as the potential of the proposals to deliver a high quality architectural contribution to the city and backdrop to the registered spaces and other listed structures, superior to the existing stadium' (para. 6.4).

H) Ecology

- 9.98 The Ecological Assessment, Ecological Appraisal and Report to Inform Habitats Regulations Assessment Stage 1, which accompany this application (ES 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.
- 9.99 The ecological assessments submitted alongside this application align with the requirements of the **NPPF** (para.175) in identifying the requirement for avoidance of harm, mitigation or compensation, where required.
- 9.100 Potential mitigation and enhancement 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.
- 9.101 Following the implementation of such measures, the resulting effects upon international and national designated sites, as well as non-statutory designated sites, habitats and

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species are anticipated to be not significant, during both the construction and operational phases.

- 9.102 The Summary Conclusions of this Planning Statement are set out in the next section, demonstrating how the degree of compliance of the proposed development with the UDP should be considered in determining this application.

10.0 Summary Conclusions

- 10.1 Section 38(6) of the Planning and Compulsory Purchase Act (2004) and Section 70(2) of the Town & Country Planning Act (1990) require applications to be determined in accordance with the statutory development plan, unless material considerations indicate otherwise.
- 10.2 Generally, the proposed development complies with the development plan as a whole.
- 10.3 A key material consideration in this case is the National Planning Policy Framework (NPPF). The NPPF (para. 11d) states that where there are no relevant development plan policies, or the policies most important for determining the application are out-of-date, permission should be granted, unless:
 - i. the application of policies in the NPPF which protect areas or assets of particular importance provide a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against NPPF policies as a whole.
- 10.4 The 'most important' policies for determining the application relate to housing, given the allocation of the site and the type of development proposed.
- 10.5 The policies relating to housing within Liverpool's statutory development plan are considered to be out-of-date. This is in part due to the expiration of the plan period to which these policies relate, with the housing delivery policy only covering the period 1986 to 2001 (Policy GEN4 and Policy H1). The housing policies also do not reflect the NPPF in terms of ensuring that strategic policies are informed by an assessment of local housing need. Furthermore, the statutory development plan does not identify a sufficient supply of sites to demonstrate a five year housing land supply based on the strategic requirements, with appropriate buffer identified. The housing policies are therefore considered to be out-of-date and inconsistent with the NPPF.
- 10.6 Therefore, CBRE concludes on the basis of the above that paragraph 11d of the NPPF is engaged.

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Environmental Impacts

- 10.7 The potential environmental effects of the development have been fully assessed during the Environmental Impact Assessment process, as documented in the submitted Environmental Statement and accompanying technical appendices.
- 10.8 Where an adverse impact has been identified, a series of mitigation measures have been proposed to reduce the impact.

Design

- 10.9 As detailed in the submitted Design & Access Statement, the design principles which have informed the illustrative masterplan include the desire to create a memory of the stadium, retaining a representation of the pitch, as the recognised 'special space', surrounded by built form.
- 10.10 The design changes which have been made have reflected the need to respond to the local character and area, including the proximity of the site to the Grade II* Registered Parks & Gardens of Anfield Cemetery and Stanley Park. Design changes have included a reduction

Summary Conclusions

in the height of the proposed residential blocks fronting Walton Lane (Block A) to six storeys in height.

- 10.11 As demonstrated in Section 9.0, the proposed design has had appropriate regard to Townscape & Visual impact and Daylight, Sunlight & Overshadowing impact upon existing receptors.
- 10.12 Regarding the latter, the effects of the proposed scheme on the daylight and sunlight to the existing neighbouring receptors have been considered and overall the proposed development will have major beneficial effects upon some residential properties, as the proposed development causes a lesser obstruction than that caused by the existing stadium massing.

Public Benefits

- 10.13 Section 8.0 of this Planning Statement details the various public benefits associated with The People's Project. The People's Project will have benefits in terms of the environment, social value, the economy, heritage assets and equality / diversity, which can all be considered 'public benefits'.
- 10.14 This Planning Statement has demonstrated that the socio-economic benefits of The People's Project are anticipated to have a far-reaching geographical impact, going beyond the LCC administrative boundary to benefit the City Region and North West. The benefits are particularly transformational when considering the impact they will have upon priority regeneration areas, which include some of the most deprived parts of North Liverpool and the UK.
- 10.15 This Statement, and the reports which accompany this submission, have demonstrated that The People's Project will have impacts which transcend the physical development of a stadium building and redevelopment of an existing stadium site. The catalytic impact associated with bringing forward development adjacent to the Ten Streets Strategic Regeneration Framework area and accelerating the development of a part of Liverpool Waters which was initially proposed to be the last phase of development, as a result of the proposed stadium at Bramley-Moore Dock, together with The People's Project itself, represents a generational opportunity to invest in, and transform, North Liverpool.

Public Consultation

- 10.16 The applicant has engaged with the public during a two stage consultation process involving a City Region-wide roadshow. The public consultation was far reaching and produced an overwhelming response with over 63,000 respondents across both consultations.
- 10.17 Of note, a statistically significant number of responses came from people who are not Everton fans or who do not follow football at all, demonstrating that the interest in The People's Project goes beyond the activity on the pitch.
- 10.18 When asked, 96% of respondents to the second stage public consultation favoured the continuation of The People's Project, compared to 1% who favoured Bramley-Moore Dock being left in its current state.
- 10.19 The results of the consultation demonstrated the significant and ongoing support for The People's Project as a whole.

Summary Conclusions

SUMMARY

- 10.20 As demonstrated in Section 9.0 and the submitted Environmental Statement, the proposed development complies with the statutory development plan as a whole.
- 10.21 As established in this section, paragraph 11(d) of the NPPF is engaged as the policies of the statutory development plan which are most important to determining the application - those that relate to housing - are considered to be out-of-date.
- 10.22 In accordance with paragraph 11d(i) of the NPPF, the application of Framework policies does not provide a 'clear reason' for refusing the development.
- 10.23 It is also concluded that there are no adverse impacts which would significantly and demonstrably outweigh the identified benefits (paragraph 11d(ii)).
- 10.24 Therefore, as directed by the NPPF presumption in favour of sustainable development (paragraph 11), the Applicant invites Liverpool City Council's positive determination of the planning application.
- 10.25 Positive determination of this application is the first step in delivering transformational change in North Liverpool, as part of The People's Project.

Appendix 1 - Planning Policy & Guidance

This Appendix summarises the statutory development plan and the following non-statutory planning policies and strategies which could be termed 'other material considerations' to the statutory development plan:

- **Local Guidance:** Supplementary Planning Documents (SPDs), Supplementary Planning Guidance (SPGs) and Strategic Regeneration Frameworks (SRFs);
- **Emerging Policy:** emerging Local Plan for Liverpool (2018) and Spatial Development Strategy (Liverpool City Region, 2019);
- **National Policy & Guidance:** National Planning Policy Framework (NPPF, 2019), Planning Practice Guidance (2014 and as amended), National Design Guide (2019);
- **Economic strategies:** A summary of relevant economic strategy documents from the Liverpool City Region (LCR) Combined Authority, Liverpool Local Enterprise Partnership (LEP) and Liverpool City Council; and
- **Other:** Other strategies and policies of relevance to the proposed development.

A detailed overview of the statutory development plan is therefore provided below.

STATUTORY DEVELOPMENT PLAN

UNITARY DEVELOPMENT PLAN

Site Allocation

The site is covered by the following allocations on the UDP adopted Proposals Map:

- **Policy H4 *Primarily Residential Areas*:** this policy states that planning permission will be granted for new housing that satisfies other plan policies. Where there will be no detrimental effect on the amenities and character of the residential area, the Council will permit new industrial and business development. New and improved community facilities will be permitted, providing there is no adverse impact on residential amenity, traffic generation and car parking. Other forms of development will be permitted providing that there is no adverse impact on residential amenity, traffic generation or car parking.
- The site is adjacent to an Environmental Improvement Corridor (Walton Lane to the south of the application site is part of the North East Corridor). **Policy OE15 *Environmental Improvement Corridors*** identifies Walton Lane as one of the priority routes (A59/A580). The City Council will enhance the appearance of these areas by requiring development proposals to retain existing landscape and wildlife features and contribute to the overall aim of improving the environment of the corridor (e.g. incorporating high standard of landscaping and boundary treatment).

Other Relevant Policies

Other relevant policies of the statutory development plan have been grouped as follows:

- Principle of development / Proposed use
- Design
- Heritage
- Environment
- Transport

Appendix 1 - Planning Policy & Guidance

Principle of development / Proposed use

Football Clubs

Policy C7 *The Football Clubs* states that the City Council will assist both clubs (Liverpool and Everton) in progressing their development proposals, provided that these do not adversely affect residential amenity and are in accordance with other policies in the Plan.

The supporting text for this policy acknowledges that the success of both football clubs has 'elevated Liverpool to its position as a premier football City, renowned throughout Europe and the World' (para. 12.56, p. 315).

Furthermore, the UDP states that both stadia represent major tourist and visitor centres and therefore football plays an 'increasingly important role in the economy of the City' (para. 12.67, p.315). The City Council is noted as being keen to maintain this position by accommodating the development of both clubs.

Housing

Under **Policy GEN4 *Housing***, the Council established a target to deliver 23,100 additional dwellings between 1986 and 2001, improve the living environment of existing residential areas and consider the design and layout of proposed housing, particularly housing for the elderly and disabled.

Policy H1 *The Provision of Land for New Housing* reiterates the housing target of Policy GEN4.

Community / Social Facilities

Policy GEN7 *Community Facilities* aims to promote the satisfactory provision and distribution of community facilities, including leisure facilities, for the City's residents.

Under **Policy C1 *Social Facilities***, planning permission will be granted for the development of new social facilities in locations which are accessible by public transport and particularly within city, district and local centres.

Policy C2 *Care Facilities* states that permission for new residential care homes will be granted providing that there is no adverse impact on the residential character of the area and amenity of local residents; there is adequate garden / amenity space; there is adequate car parking, servicing and fire escapes and the proposals meet other UDP policy requirements regarding new housing developments.

Under **Policy C3 *Health Facilities*** the City Council will support development proposals which contribute to the health and well-being of the authority's residents. Applications for new health centres will be approved, providing that there are situated in locations which are accessible by public transport and exclusive on-site parking facilities are provided in line with the Council's standards.

Policy C4 *Child Care Facilities* states that planning permission will be granted for child care facilities where the premises are capable of accommodating the proposed use without resulting in any significant loss of amenity for adjoining residents; the location is considered suitable and would not result in a material change to the character of the area; there is on-site parking proposed and satisfactory vehicle access can be provided, including provision of a drop off and picking up area; and there is suitable outdoor playspace, separated from car parking and service areas.

In accordance with **Policy C5 *Schools*** the Council will seek the efficient distribution and use of schools, ensuring that new schools are located and designed for the maximum convenience and accessibility of children, disabled people and the local community. The Council will encourage dual use of education facilities, particularly where local community facilities are limited, providing that it does not conflict with the delivery of the education service.

Appendix 1 - Planning Policy & Guidance

Under **Policy C10 *Children's Play Areas***, the Council will seek to provide safe children's playground areas throughout the city, which are designed and equipped to a high standard.

Office use

Policy GEN1 *Economic Regeneration* aims to reverse the decline in economic activity, investment and employment in the City. Means of achieving this include concentrating available resource in Regeneration Areas; promoting the principle of mixed use development in appropriate locations; promoting the role of Liverpool as a regional retail, cultural and tourism centre; strengthening the commercial role of the City Centre; encouraging leisure development in areas which are highly accessible with no detrimental impact on existing centres; and promoting regeneration within the City's most deprived communities.

In accordance with **Policy E2 *Office Development***, in areas outside the Main Office Area planning permission will be granted for appropriate B1 and A2 Use Class development, subject to the consideration of residential amenity, traffic generation and other plan policies.

Retail use

Policy GEN5 *Shopping* aims to secure quantitative and qualitative provision of shopping facilities, focusing on the city centre main retail area and other designated centres. There will be a strong presumption against permitting retail proposals outside these locations where there would be an adverse impact on their vitality and viability.

Under **Policy S5 *District Centres***, the vitality and viability of district centres will be maintained and enhanced. When considering retail proposals in other locations, the Council's primary consideration will be the impact on the continued vitality and viability of the District Centres.

For development proposed on the edge of District Centres, **Policy S6 *Development in or on the Edge of District Centres***, the Council will only permit development if the applicant has demonstrated that there is a need for the development and the sequential approach has been adopted; if the development would not (either by itself or cumulatively with any other proposed or completed developments) undermine the vitality and viability of nearby designated centres; the design and scale is appropriate; highway and servicing issues are addressed; and residential amenity is not adversely affected.

Policy S14 *Use of Shops and Other Premises for Class A3 (Food and Drink) use* states that in the city centre main retail area and district and local centres, planning permission for A3 use will be granted subject to compliance with several criteria. Elsewhere, A3 uses will be permitted providing that the development will not increase the level of disturbance or nuisance to the detriment of residential amenity and would not increase traffic movement or create a demand for parking which would be detrimental to the area.

Policy S16 *Shopfront Design* states that new or refurbished shopfronts will need to meet a series of criteria, including ensuring that the design is appropriate to the locality and the building; fascia signs are not over-dominant; illumination is sensitively located; and access is not restricted.

Design

In accordance with **Policy H5 *New Residential Development***, planning permission will be granted for new residential development which respects the character of the surrounding area (in terms of density, design and layout) and which maintains levels of privacy and amenity for existing and future residents. Residential development must ensure that the highway and parking provision is safe, attractive, convenient and nuisance free for pedestrians, cyclists and drivers. The City Council will welcome residential schemes which include an element of local community facilities, particularly

Appendix 1 - Planning Policy & Guidance

where existing facilities would be inadequate as a result of an increase in population associated with the proposed development.

Policy HD18 *General Design Requirements* states that the scale, density and massing of proposed development should relate well to its locality. Developments should include characteristics of local distinctiveness e.g. design, layout, materials. Building lines and layout of new development should relate to those of the locality. New development should not detract from the city's skyline, roofscape and local views within the city. There should be no severe loss of amenity or privacy to adjacent residents. External boundary and surface treatment should be included as part of the development and should be designed to relate well to its surroundings. Adequate arrangements should be made for the storage and collection of refuse within a site, including provision of litter bins. The exterior of a building should incorporate materials to discourage graffiti. Adequate arrangements should be made for pedestrian and vehicular access and car parking.

Policy HD19 *Access for All* establishes that developments should include suitable provision for disabled people, giving consideration to ensuring ease of access and movement through public areas. This includes careful provision and design of parking areas, paths, dropped kerbs, pedestrian crossings and street furniture.

Policy HD20 *Crime Prevention* encourages the incorporation of measures to provide for personal safety and crime prevention, including increasing overlooking, discouraging provision of hiding places, ensuring well designed public spaces (e.g. car parking, entrances) and making a clear distinction between public and private space. The Council will encourage the creation of lively and varied environments, to increase activity and passive surveillance.

In accordance with **Policy HD21 *Energy Conservation*** developers are expected to minimise the energy demand of new buildings by taking account of the most efficient siting, orientation and layout of new developments.

Policy HD23 *New Trees and Landscaping* establishes that new development proposals should make proper provision for planting of new trees and landscaping. High quality landscaping and boundary treatment should be incorporated and nature conservation should be promoted through the use of native species and new wildlife habitats, where appropriate.

Policy OE14 *Open Space in New Residential Developments* requires development exceeding 25 family dwellings to make appropriate provision for recreational open space to meet the need generated by the development. On-site provision is prioritised on the basis of 50 sq m per dwelling, laid out in a single plot as an integral part of the housing layout. If on-site provision cannot be accommodated, the Council will consider off-site provision / commuted sum to enhance an existing open space situated within walking distance. Outline planning permission will usually be granted subject to a condition / section 106 agreement to ensure that the detailed scheme complies with this policy.

The provision of appropriate new works of public art, including visual, crafts and landscape design, is encouraged by **Policy HD24 *Public Art***.

The design of lighting must take into account the need to minimise light spillage and ensure that it is the minimum level required for security and working purposes (**Policy HD28 *Light Spillage***).

Heritage

The following policies relate to relevant heritage assets:

- **Policy GEN3 *Heritage and Design in the Built Environment*** aims to protect and enhance the built environment of the City, including by preserving and enhancing historically and architecturally

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important buildings, and where possible improving them; encouraging a high standard of design and landscaping in developments; improving accessibility; and creating an attractive environment which is safe and secure.

- **Policy HD5, *Development affecting the setting of a listed building*** states that planning permission will only be granted for such development if it preserves the setting and important views of the building. Where appropriate, this includes control over design and siting of development, the use of adjacent land and the preservation of landscape features.
- **Policy HD15 *Historic Parks, Gardens and Cemeteries*** establishes that the Council will protect and enhance the character and setting of Historic Parks, Gardens and Cemeteries and will not grant planning permission for development in or adjacent to the designated sites if it would adversely affect their character and setting. In particular, the Council will resist the removal of features that are integral to the designations' character and setting; resist development which would adversely affect character / setting; resist development for uses not related to their original function; and ensure that any new development in / adjacent to the site is of the highest standard of design and materials appropriate to the historic character and setting.
- **Policy HD17 *Protection of Archaeological Remains*** states that the Council will seek to protect sites of archaeological importance. Where development is proposed on sites of known or suspected archaeological importance, the City Council will require developments to assess the archaeological implications of their proposals and permanently preserve archaeological remains and their settings in situ. Where in situ preservation is not justified and disturbance by development is acceptable in principle, applicants must agree a programme of mitigation, including excavation and recording.

Environment

Policy EP15 *Environmental Impact Assessments* require planning applications to provide sufficient information to enable the Council and consultees to assess potential environmental impacts accurately. This may necessitate provision of an Environmental Impact Assessment depending on the scale, location or type of development proposed.

Policy GEN2 *Open Environment* states that the Council will protect and enhance a network of open space throughout the City. Of relevance to the proposed development, this includes protecting and enhancing the recreational, ecological and amenity value of green space in the City.

Under **Policy GEN8 *Environmental Protection*** Liverpool's environment will be protected and enhanced, for example through the recycling of land for productive use; ensuring efficient disposal of waste and encouraging recycling; preventing flooding; promoting renewable energy; and ensuring that developments are carried out with due consideration of public health.

Policy OE5 *Protection of Nature Conservation Sites and Features* seeks to protect nature conservation of open land and the water environment. In order to achieve this, development will not be permitted which directly or indirectly adversely affects a Special Protection Area, Ramsar site or Site of Special Scientific Interest (SSSI), unless there is no alternative solution and there are reasons of overriding public interest which support the development. Proposals which adversely affect a Site of Nature Conservation Value or Regionally Important Geological/Geomorphological site (RIGS) have similar policy protection, stating that the benefits of the proposed development must outweigh the need to safeguard the environmental value of the site. Developments which have an adverse effect on legally protected species or the conservation value of a neighbouring authority will not be permitted.

In accordance with **Policy OE6 *Development and Nature Conservation*** potential damage to designated ecological sites will be minimised. Developers are required to identify the nature

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conservation interest of the site, propose means of protecting and managing this value – possibly through the use of planning obligations or conditions – and provide compensatory measures for any nature conservation interest which is damaged or destroyed during the development.

The enhancement of nature conservation interest for both open land and watercourses is sought through **Policy OE7 *Habitat Creation and Enhancement***. This includes supporting habitat creation, enhancing wildlife corridors and undertaking landscaping in a sensitive manner.

Under **Policy OE17 *The Recreational Route Network***, the Council will develop, safeguard and enhance a network of recreational routes for both cyclists and pedestrians throughout the city.

Policy EP2 *Contaminated Land* states that before approving development on suspected contaminated land, developers will need to submit a site survey regarding contamination and remedial measures required to address the hazard, including timescales for implementation of the mitigation. Planning permission may be granted subject to planning conditions regarding site investigations and remediation.

Developments which generate commercial waste will only be permitted where there is adequate provision for storage of waste on site and adequate access to enable waste to be transferred to a licensed waste disposal contractor (**Policy EP9 *Waste Storage***).

In accordance with **Policy EP11 *Pollution*** developments which have potential to generate unacceptable air, water, noise or other forms of pollution will be resisted. Planning permission will not be granted for development next to existing premises authorised/licensed under pollution control legislation unless the Council is satisfied that sufficient measures can and will be taken to protect amenity and environmental health.

Policy EP12 *Protection of Water Resources* states that planning permission will not be granted for development that can adversely affect the quality or supply of surface water or groundwater, including through unsatisfactory arrangements for the disposal of foul sewage or surface water, or the disturbance of contaminated land.

Policy EP13 *Flood Prevention* states that unless appropriate alleviation or mitigation is conducted, planning permission will not be granted for development at unacceptable risk from flooding, development which is likely to increase the risk of flooding elsewhere or that which will result in an adverse impact on the water environment due to additional surface water run off.

Transport

Overarching policy **GEN6 *Transportation*** establishes the Council's aim to provide a balanced provision of transport infrastructure which is inclusive, safe and accessible. This includes improving facilities for cyclists and pedestrians and discouraging car use e.g. reducing the availability of car parking facilities. Access should be provided to leisure and other facilities for all of the City's residents.

Under **Policy C7 *The Football Clubs*** the City Council will seek effective solutions to remedy car parking and other amenity problems experienced by residents on a match day and to maintain and enhance residential amenity in the area.

Development which is likely to be used by the public should incorporate provision for taxi and Hackney Carriage facilities, where there are no existing facilities in close proximity to the site (**Policy T4 *Taxis***).

Policy T6 *Cycling* promotes initiatives to maximise cycling as a transport mode, including improving the condition of designated routes; catering for cyclists' needs; considering the provision of safe

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cycling routes through all major development sites; improving road signage; introducing traffic calming and requiring new developments to provide secure cycle parking facilities.

Policy T7 *Walking and Pedestrians* supports measures to encourage walking and improving the pedestrian environment through better signing, lighting, surfaces and visibility. All major development should cater for pedestrians' needs in the design and provide safe and convenient walking routes.

Policy T8 *Traffic Management* states that the priority for investment in roads will be given to the maintenance and enhancement of the Primary and Strategy Route Network. This includes schemes to improve road safety, conditions for cyclists and pedestrians and public transport facilities and services.

Policy T9 *Road Safety* seeks to implement road safety measures to reduce the number of road accident casualties and minimise the risk of accidents on new roads. This includes reducing the risk of accident and injury to more vulnerable road users in particular, including cyclists.

In accordance with **Policy T12 *Car Parking Provision in New Developments*** any development which generates a demand for car parking will be required to make provision on site to meet the minimum operational needs of the development. The need will be determined by several factors, including highway and pedestrian safety, residential amenity, accessibility by public transport and proximity to existing public car parks.

A minimum of 6% of the first hundred parking spaces in a development should be reserved for Blue Badge holders¹⁴ and thereafter the number of accessible spaces will be negotiable (**Policy T13 *Car Parking for the Disabled***). This policy also establishes requirements relating to the width of bays, bay markings and proximity to the point of access of the development served. For multi-storey car parks disabled bays should be provided adjacent to lifts.

Policy T15 *Traffic Impact Assessment* states that for developments which are likely to result in a material change to the character or volume of traffic on the surrounding highway network, a full Traffic Impact Assessment will be required. Conditions may be imposed on developments which require off-site works to take place before development can be made acceptable, in order to secure these works prior to operation of the development.

JOINT WASTE LOCAL PLAN (2013)

The proposed development does not relate to a waste development. However, relevant policies in the Joint Waste Local Plan should be considered.

The Merseyside and Halton Joint Waste Local Plan (adopted July 2013) sets out development management policies to address a range of waste management related development issues, including waste prevention and resource management. The most relevant policies are as follows:

- **Policy WM8 *Waste Prevention and Resource Management*** requires development involving demolition and/or construction to implement measures to achieve the efficient use of resources taking particular account of: methods that minimise waste production and encourage re-use and recycling materials as far as practicable on-site; designing out waste by using design principles and construction methods that prevent and minimise the use of resources; make provision for the use of high-quality building materials made from recycled and secondary sources; and use waste audits or site waste management plans, where applicable, to monitor waste minimisation,

¹⁴ Policy T13 refers to Orange badge holders but these have since been replaced with Blue Badges.

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recycling, management and disposal. Evidence demonstrating how this will be achieved must be submitted with development proposals of this type.

- **Policy WM9 *Sustainable Waste Management Design and Layout for New Development*** states that the design and layout of new built developments must, where relevant, provide measures as part of their design strategy to facilitate the collection and storage of waste, including separated recyclable materials, and provide sufficient access to enable waste and recyclable materials to be easily collected and transported for treatment.

LOCAL GUIDANCE

This section summarises relevant Supplementary Planning Documents (SPDs) and Supplementary Planning Guidance (SPG).

CAR AND CYCLE PARKING STANDARDS (1996)

When assessing the requirements of a particular scheme, the Council will consider the nature and type of development; whether off-site parking could cause danger to highway and pedestrian safety; whether the area is served by public transport; and whether off-site parking would be detrimental to residential amenity.

In terms of parking design, pedestrian access should be separated from vehicular access. The internal layout should be user friendly, including good lighting and signage. Car parking spaces should be a minimum of 2.4m x 4.8m.

Where possible, parking for disabled people should be provided under cover to give protection during wet weather. Parking bays for the disabled should be 4.8m x 3.6m, or 2.4m wide if a common transfer zone between two bays is provided. Accessible parking bays should be within 50m of a building entrance if uncovered, or 100m if covered.

This document also establishes maximum and minimum car parking requirements and minimum cycle parking requirements for new development. However, more recent standards have been adopted in the *Ensuring a Choice of Travel SPD (2008)*.

ENSURING A CHOICE OF TRAVEL SPD (2008)

The document provides guidance on the access and transport requirements for new development, including establishing car and cycle parking standards for different types of development.

Transport Assessments will need to address sustainable access; the impact on the existing transport network; and the need to mitigate impacts.

The Council will use a Minimum Accessibility Standard Assessment (MASA) to determine whether developments are accessible by all modes. MASAs should be completed and submitted alongside planning applications for proposed developments.

Development over a certain threshold will also be expected to submit a Travel Plan which will, as a minimum: control car parking; nominate a Travel Plan Co-ordinator; provide improved public transport, cycle and pedestrian services and facilities both inside and outside the site; and promote public transport, walking and cycling.

DESIGN FOR ACCESS FOR ALL SPD (UNDATED)

The SPD provides guidance on providing positive and inclusive developments. The document advises developers on how to integrate inclusive design principles into their planning proposals, promoting

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a high quality and inclusive environment for all, irrespective of age, gender, mobility or impairment. The purpose of the document is to:

- Set out the Local Planning Authority's requirements in respect of provision for disabled people in new development;
- Enable the needs of disabled people to be taken into account at the earliest stages of planning a development (e.g. from concept; prior to planning application stage);
- Indicate likely requirements arising from Building Regulations and Highways legislation which may influence the design and layout of proposed developments in respect of their provision for disabled people; and
- Draw attention to best practice in the design of the internal and external environment in terms of making buildings and external spaces accessible to, and usable by disabled people.

The SPD requires an Access Statement to be produced as part of a planning application to demonstrate what has been done to ensure buildings, services and facilities are accessible to all. The document also focuses on improving accessibility in the public realm as well as improving access to historic buildings and sites.

New buildings will be required to be designed, positioned and orientated within a site to achieve an accessible approach from highways and the nearest public transport stations. The position of a proposed building will affect where the vehicle and pedestrian entrance to the site will be and therefore it should be carefully considered. Consideration should also be given to providing suitable drop off points immediately adjacent to a safe pedestrian route and as close as possible to the main entrance.

PLANNING ADVICE NOTE FOR DEVELOPERS ON DEVELOPING CONTAMINATED LAND (UNDATED)

The guide, produced by the LCC Environmental Protection Unit (EPU), comprises general advice to developers and requirements for planning application submissions on potentially contaminated land. Sufficient investigatory works should be undertaken for the purposes of assessing all 'site-specific' risks posed at / from a proposed development site.

The Planning Advice Note sets out the four phases of a typical contaminated land planning condition. The first three phases (desk based study, intrusive investigations and remediation strategies) are to be carried out prior to commencement of the development, with the remaining phase (completion and validation) to be carried out prior to occupation of the development.

Details of the content required for each phase of the condition are provided within the Planning Advice Note.

PLANNING ADVICE NOTE ON REFUSE STORAGE AND RECYCLING FACILITIES IN NEW DEVELOPMENTS (2005)

The Note provides advice on the Council's recommended standards for refuse storage and recycling in all new developments. The guidance will ensure that the right number and size of refuse containers are provided for particular developments, and are located externally, where possible. Larger schemes which are open to the public will be required to provide a storage area for the recycling of materials too.

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Businesses must provide storage facilities within their curtilage for the effective containment of all waste. Adequate access must also be provided to enable waste disposal contractors to transfer waste away from the commercial premises.

For larger scale residential schemes (in excess of 50 units), a storage area for the recycling of materials must be provided. The recycling containers must be sited sufficiently away from residents so as not to cause either noise or general nuisance. Where noise is likely to be an issue then underground recycling containers could be considered.

NEW RESIDENTIAL DEVELOPMENT SPG (1996)

This Guidance Note supplements Policy H5 of the UDP and provides additional advice on a number of more detailed issues.

Regarding density, the Council does not operate a strict policy but rather considers the density and character of the surrounding area, particularly regarding the space around buildings; the need to retain, where appropriate, natural and man-made features within the site; and the development capacity of individual sites taking into account the need to protect privacy and amenity and provide adequate garden space.

The design of new residential development should take account of the character of the surrounding built form, paying particular regard to scale, building lines, roofscape, architectural features and materials.

Layouts should seek to maximise amenity and visual interest by using mixed forms of buildings where appropriate, establish a sense of cohesion and respect existing views of buildings, trees and spaces which contribute to the character of the area.

Proposals will be required to satisfy the minimum standards for space around buildings. The guidance note establishes window to window, window to wall and side spacing separation distances which should be adhered to.

The guidance includes minimum standards for garden provision. Where the garden depth does not meet these requirements, the Council may impose restrictions on permitted development rights to these houses, to ensure that the garden spaces do not diminish in the future.

The guidance note provides further details regarding landscaping, boundary treatment, parking and open space requirements. Regarding open space, this includes the requirement for on-site provision, the mechanisms available in-lieu of on-site provision and the location and design of new open space.

EMERGING POLICY

The following section summarises relevant emerging (as yet not examined or adopted) policies related to the LCC authority area and Liverpool City Region (LCR).

EMERGING LIVERPOOL LOCAL PLAN (SUBMISSION VERSION, 2018)

The Liverpool Local Plan was submitted to the Secretary of State for examination in May 2018. The next stage is the commencement of examination hearings. The submission version of the plan is dated January 2018. In September 2019, Liverpool City Council published a draft of proposed changes to the Local Plan following the Inspector's Initial Questions and Issues.

In accordance with paragraph 48 of the NPPF, LPAs may give weight to relevant policies in emerging plans according to the stage of preparation (the more advanced its preparation, the greater the

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weight that can be applied); the extent to which there are unresolved objections to the relevant policies; and the degree of consistency of the policies to the NPPF.

The approach to the emerging Local Plan has therefore been to give the policies substantive weight where consistent with the NPPF. However, full weight cannot be given to the emerging Local Plan until the plan has been examined and adopted, with all outstanding objections resolved.

Vision

The Vision in the Local Plan is to create a sustainable, vibrant and distinctive city, which maximises development opportunities to create economic prosperity alongside sustainable communities and an outstanding and high quality natural and built environment (p.29). The Vision recognises the need for sustainable development and redevelopment of unique and important assets, including the City's football stadia.

The emerging Local Plan proposes several Strategic Priorities, including:

- Strengthening the city's economy;
- Creating a high-quality historic environment;
- Creating residential neighbourhoods that meet housing needs;
- Creating an attractive and safe city with a strong local identity;
- Using resources efficiently;
- Maximising sustainable accessibility; and
- Maximising social inclusion and equal opportunities.

The Vision states that by 2033 (p.29):

'Liverpool's residential neighbourhoods will be thriving and attractive places to live and the City's population will have increased. The City's housing offer will have been transformed with high quality and well-designed, low carbon housing within a range of volumes and a more diverse housing offer to meet residents' needs and aspirations'

The site is within the 'Urban Core' of Liverpool. The emerging Vision states that within the Urban Core the population will increase over the plan period. Furthermore, the North Liverpool area will have transformed as a result of significant economic development, excellent neighbourhood design and investment in housing, schools, university and other higher education facilities, transport infrastructure, shopping facilities, local health facilities, public services and open spaces.

Site Allocation & Principle of Development

The site is located within the Primarily Residential Area. **Policy H7, Primarily Residential Area**, states that within this area, planning permission will be granted for:

- i. New housing development which protects the residential character of the area and living conditions of existing residents;
- ii. Industrial and business development which does not have a detrimental effect on the amenities / character of the area and has no adverse impact on traffic generation or car parking;
- iii. New and improved community facilities, providing there is no adverse impact on amenity, traffic generation or car parking and ensuring compliance with Policy SP5; and
- iv. Other forms of development providing there is no adverse impact on residential amenity or the character of the area.

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The site is also adjacent to a **Primary Strategic Route Network (Policy TP1)**. This policy (**Policy TP1 *Improving Accessibility and Managing Demand for Travel***) states that development proposals should make the best of existing infrastructure. The use of Travel Plans will be required to positively manage travel demand and improve accessibility of development. All developments should address the accessibility of pedestrians and cyclists, as well as public transport users.

Stanley Park and Anfield Cemetery are both Grade II* Registered Parks and Gardens and are located to the south of the site. **Policy HD1 *Heritage Assets: Listed buildings; Conservation Areas; Registered Parks and Gardens; Scheduled Ancient Monuments*** seeks to conserve and where appropriate enhance the historic environment. The extensive network of historic open spaces, parks and gardens, cemeteries and squares is recognised as an element of the historic environment which contributes most to the City's distinctive identity.

Proposals affecting a designated heritage asset and its setting should seek to conserve the significance of the heritage asset. Substantial harm to or total loss of the significance of a designated heritage asset (or an archaeological site of national importance) and its setting will be permitted only in exceptional circumstances, where it can be demonstrated that the harm is necessary to achieve substantial public benefits that outweigh the harm or loss. Where less than substantial harm is anticipated, it will be permitted only where this is clearly justified and outweighed by the public benefits of the proposal.

Proposals affecting archaeological sites of less than national importance are required to conserve elements which contribute to their significance in line with the importance of the remains. Preservation of the remains in situ is the preferred solution to mitigate damage.

Other relevant policies

The following policies of the emerging Local Plan are also relevant to the principle of the proposed development.

- **Policy EC1 *Employment Land Supply*** outlines an overall employment land requirement (Use Class B1/B2/B8) of 149.5ha over the plan period.
- **Policy EC3 *Delivering Economic Growth*** establishes that the development of the tourism and visitor economy, including the football club of Everton, will be supported and where appropriate, protected and enhanced. Development of new and existing business sectors with strong growth potential in Liverpool and the City Region will be supported, including creative, cultural and media industries and financial, professional and business services.
- **Policy EC5 *Office Development*** states that proposals for office development outside the City Centre, district, local and neighbourhood centres must comply with the sequential and impact assessment requirements set out in national planning policy. All proposals for office development will be subject to consideration of residential amenity, traffic generation and other Plan policies.
- **Policy H1 *Housing Requirement*** establishes the Council's target to deliver at least 34,780 net additional dwellings between the period of 2013 to 2033.
- **Policy H3 *Proposals for Residential Development*** outlines the requirement for developments of 10 or more dwellings to provide an appropriate mix of dwelling types and sizes which reflects identified housing needs.

Proposals for 10 or more dwellings should ensure that 20% of the homes to be provided are affordable and comprise 80% social / affordable rent and 20% intermediate (shared equity housing) provision.

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- **Policy H4 *Older Persons Housing*** relates to independent living, retirement housing and residential care and nursing home provision. Proposals for retirement housing will be granted planning permission providing that the development is in a suitable location; addresses issues such as accessibility, noise and traffic fumes; is an appropriate form, scale and design; highways impact, parking and servicing matters are adequately addressed; gardens and amenity space are provided; a legal agreement is put in place to limit occupancy to ensure residents are aged 55 or over; and ensuring that the proposal complies with other design policies.
- **Policy H12 *Accessible Housing*** establishes the requirement for housing to meet relevant parts of the Building Regulations to ensure that housing is accessible and adaptable. All new homes should meet the Government's Nationally Described Space Standard.
- **Policy H13 *New Housing - Physical and Design Requirements outside the City Centre*** considers the density, design, separation distances, landscaping / boundary treatment, highways and parking and refuse and recycling measures in new development proposals. In terms of density, the Council will determine the appropriate density for new residential development based on the character of the surrounding area; the need to retain natural and man-made features; and the development capacity of sites having regard to the need to protect privacy and amenity and the provision of private garden space.
- **Policy H14 *New Residential Development Open Space Requirements*** states that new residential developments exceeding 10 dwellings should provide appropriate high quality new public open space of at least 50 sq m per dwelling, laid out in a single plot as an integral part of the housing development. This policy establishes the mechanisms available if on-site provision of the open space is not considered possible.
- **Policy SP4 *Food and Drink uses and Hot Food take-aways*** establishes a set of criteria for such uses, including requirements for appropriate hours of operation; no adverse impact on residential amenity; satisfactory approach to traffic and parking implications; appropriate locations for trade waste; appropriate fume extraction system and noise insulation; and no increase in potential for crime and anti-social behaviour.
- **Policy SP1 *The Hierarchy of Centres for Liverpool*** aims to protect and enhance the vitality and viability of centres within the City's network. Liverpool City Centre is identified as the Regional Centre, and therefore the focus for leisure, cultural and tourist uses. This is followed by a number of district and local centres.
- **Policy SP5 *Community Facilities*** states that planning permission will be granted for the provision of a new community facility providing that:
 - i. The proposal is located within a designated centre; or
 - ii. Is required to meet a clearly identified local need; and
 - iii. Is close and accessible to the community it serves by a range of sustainable transport modes including walking, cycling and public transport;
 - iv. Will not have an adverse impact on residential amenity. Hours of opening should be appropriate to the specific location and appropriate car parking should be provided/ be available; and
 - v. Is within a building which is flexible, adaptable and capable of multi-use.
- **Policy SP6 *Out-of-Centre and Edge-of-Centre Retail and Leisure uses*** states that retail and leisure proposals outside the defined network of centres must demonstrate compliance with the sequential approach; evidence that the proposals would not have a significant adverse impact (if over 350

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sqm); include a statement on the proposal's connectivity to the centre (for edge of centre sites); and provide an accessibility statement for sustainable transport.

The following briefly summarises other relevant policies of the Local Plan:

- **Policy STP1 *Spatial Priorities for the Sustainable Growth of Liverpool*** aims to create a robust and regionally significant, competitive economy as well as attractive and thriving residential neighbourhoods, providing new homes and land for employment uses in sustainable locations. To achieve this economic development will be focused in the City's key employment areas, including North Liverpool. The policy also specifically supports the provision of a range of new homes on previously developed sites in sustainable locations, to meet the identified need for new housing.
- **Policy STP2 *Sustainable Growth Principles and Managing Environmental Impacts*** states that the Council will support development proposals which address, as appropriate, strategic economic, social and environmental principles, including: contributing to delivering economic growth and ensuring a strong, responsive and competitive economy; making efficient use of land; making use of suitable brownfield land and supporting opportunities to remediate land (especially derelict, contaminated or unstable land); locating development in areas which are accessible by sustainable transport, minimising environmental impact; delivering high quality contextual design; conserving the City's heritage assets; adapting to the effects of climate change and minimising adverse impacts; and including measures to improve air quality.
- **Policy STP3 *Protecting Environmentally Sensitive Areas*** seeks to avoid and/or mitigate negative impacts on European habitats sites. Development which may have an adverse impact will be subject to a Habitat Regulations Assessment.
- **Policy STP4 *Presumption in Favour of Sustainable Development*** states that planning applications which accord with the Local Plan will be approved unless material considerations dictate otherwise. Where the Local Plan is silent on an issue or the policies are out of date, the protocol as established in the NPPF is to be adopted.
- **Policy STP5 *Infrastructure Provision*** states that new developments should make use of existing infrastructure capacity where possible. Measures to address capacity issues will be required to be in place in a timely and phased manner.
- **Policy STP6 *Developer Contributions*** states that new developments need to meet the reasonable costs of providing on and off-site infrastructure requirements and to meet the needs for additional, or improvements to existing, infrastructure and services which would mitigate the impacts generated by new development. Developers are expected to fund the future maintenance of facilities provided as a result of development. If viability is an issue, site specific independent financial evaluation will be required.
- **Policy UD1 *Local Character and Distinctiveness*** establishes that development proposals should demonstrate that several aspects of local design have been taken into account, including local grain and pattern of development; means and pattern of enclosure; patterns of movement and street character; materials, colours, tones and textures; relationship to topography; the need to preserve and improve views into and across development; heritage assets; and focal buildings and landmarks.
- **Policy UD2 *Development Layout and Form*** states that development proposals should demonstrate that the following are taken into account: the hierarchy of streets and spaces; form, height, scale and massing; the need to reduce opportunities for crime; the need to promote physical activity; the creation of active frontages; and the establishment of sufficient sunlight and daylight.

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- **Policy UD3 *Public Realm*** requires public realm design to reinforce and complement local distinctiveness; be based on a clear rationale of the function of an area; establish a primacy of pedestrians and cyclists over vehicles; incorporate historically important features; incorporate strong inclusive design principles; minimise physical barriers and visual clutter; minimise risk of criminal activity and perception of insecurity; incorporate appropriate street lighting and signage; and encourage physical activity.
- **Policy UD4 *Inclusive Design*** states that development proposals should meet the highest standards of accessibility, safety and inclusion to ensure development can be used safely and easily. The principles of inclusive design, including the specific needs of disabled people, should be integrated into the development.
- **Policy UD5 *New Buildings*** lists a series of criteria for new development proposals, including that buildings are robust and adaptable; orientation and micro-climate issues have been considered; materiality, tone and texture of an area are reflected in the design; the building aids legibility; adequate sound attenuation is provided; building design is resource and energy efficient; and it provides appropriate levels of car and cycle parking and servicing provision.
- **Policy UD8 *Public Art*** states that the City Council will encourage applicants for all major developments to consider the opportunity to integrate artists' ideas and visions into the development process.
- **Policy GI1 *Green Infrastructure Resources*** affords protection to the Mersey Estuary SSSI/SPA/Ramsar Site, Biodiversity assets (including Local Wildlife Sites and Local Nature Reserves), water spaces and public rights of way.
- **Policy GI5 *Protection of Biodiversity and Geodiversity*** requires development which may have a significant effect on an internationally important site to be accompanied by sufficient evidence to allow the Council to conduct a Habitats Regulation Assessment. Adverse effects should be avoided and/or mitigated. Where significant harm cannot be avoided, adequately mitigated, or as a last resort, compensated, then planning permission will be refused. Applications should be supported by an Ecological Appraisal and include details of avoidance, mitigation and/or compensation where appropriate.

Development which may cause direct or indirect significant harm to other designated sites of nature or geological conservation importance, Priority Habitats, legally protected species and / or Priority Species will only be permitted on:

- i. *National sites (Mersey Estuary Ramsar site/Mersey Estuary Site of Special Scientific Interest (SSSI))*: where there are no alternatives and where the benefits of development clearly outweigh the impact on the features of the site that make it of special scientific interest, and its broader contribution to the national network
 - ii. *Local Sites (Local Nature Reserves (LNRs), Local Wildlife Site (LWS) and Regionally Important Geological/Geomorphological Sites (RIGS))*: where the reasons for and the benefits of development clearly outweigh the impact on the nature conservation value of the site and its broader contribution to the Liverpool City Region (LCR) Ecological Network.
- **Policy GI7 *New Planting and Design*** states that where appropriate, depending on the character of the site and locality, new development should make provision on site for the planting and successful growth of new trees and landscaping, including any replacement planting provided as compensation for loss due to development. New planting schemes must consider sustainability, locational challenges, opportunities for the creation of new habitats, stock size and suitable plant selection.

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- **Policy GI9 *Green Infrastructure Enhancement*** states that developments should be designed to incorporate new and/or enhanced green infrastructure, which should be appropriate in terms of type, standard and size. Green infrastructure should be provided at key gateways and along key corridors. Green infrastructure should also integrate and enhance biodiversity features, as well as improve green routes where possible. All development proposals, where possible, should contribute to ensuring a net gain in biodiversity.
- **Policy R1 *Pollution*** requires development that is likely to have a pollution impact to demonstrate that appropriate measures are incorporated, that the impacts will not be significant and that the development will not lead to a significant decline in air quality. Major developments should incorporate measures to reduce air pollution.
- **Policy R3 *Flood Risk and Water Management*** states that development should protect and enhance water quality, reduce flood risk and include water efficiency measures. Proposals must follow the sequential approach to determining the suitability of land for development, directing development to the area at lowest risk of flooding. Developments must demonstrate that there is no increase in flood risk anticipated at the site or elsewhere and should seek to reduce flood risk. Developments should comply with the Water Framework Directive. Where reasonably practical, developments should incorporate Sustainable Drainage Systems (SuDS) to manage surface water run-off.
- **Policy R7 *Renewable and Low Carbon Energy*** states that future development will be required to connect to a decentralised energy network where one has been constructed or is programmed to be constructed, unless it can be demonstrated that this is not viable. All major developments will be required to integrate low carbon energy and decentralised energy networks into the proposal.
- **Policy TP2 *Transport Assessments*** establishes that a Transport Statement or Assessment will be required to accompany a planning application for development proposals that generate significant amounts of movement. Developments must ensure new road layouts are safe and can operate efficiently; the development would not individually or cumulatively with other projects have a severe impact on the functioning of the network; there is no detrimental impact to the safety of users of the transport network; there is provision for walking, cycling and the use of public transport; and vehicle and cycle parking and servicing are appropriate to the scale and nature of development proposed.
- **Policy TP5 *Cycling*** requires new developments to demonstrate they will have a positive impact on the cycling network, be designed to encourage cycling, provide appropriate cycle access and sufficient secure cycle parking facilities; demonstrate best practice in design for cyclists; and ensure that the layout is fully accessible for cyclists, and encourages and facilitates cycle usage.
- **Policy TP6 *Walking and Pedestrians*** states that developments must be designed to encourage walking, provide appropriate pedestrian access, demonstrate a positive impact on the pedestrian network, ensure layouts are fully accessible and demonstrate best practice in design for pedestrians.
- **Policy TP7 *Taxis*** reiterates UDP Policy T4 regarding taxi rank provision.
- **Policy TP8 *Car Parking and Servicing*** requires demand for car parking to be met on site, in accordance with the Council's standards. 5% of spaces should have charging points available. Parked cars should be unobtrusive, using discreet and innovative solutions to avoid car parking dominating the street-scene. Adequate provision should be made for parking, servicing and loading, including access by emergency and refuse vehicles. All new development should have regard to road safety considerations.
- **Policy TP9 *Public Transport*** requires transport assessments to consider how opportunities could be taken to provide good access to the bus and rail network, including (where appropriate) providing

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and improving the infrastructure necessary to support such greater accessibility. Applications should demonstrate how proposed development relates to walking & cycling distances and routes to stations, convenience of bus access to stations and details of service frequencies.

SPATIAL DEVELOPMENT STRATEGY (SDS) – ABOUT LIVERPOOL CITY REGION: OUR PLACES (2019)

The Liverpool City Region (LCR) Combined Authority is in the process of preparing its first Spatial Development Strategy (SDS). An initial consultation period ended on the 14th January 2020. After receiving the responses, the Combined Authority will review and, along with any evidence needed, take comments into account when drafting policies. A draft of the SDS will then be presented to the Combined Authority.

Central to setting the SDS's policy direction will be the Local Industrial Strategy, which is due to be published in March 2020. Its vision is to deliver a prosperous and inclusive economy founded on five priorities, ensuring that:

- People with the right opportunities are able to turn passion into prosperity;
- There is a dynamic business base that creates opportunity;
- We are a City Region of collaboration that transforms research into reality;
- We are a City Region that connects all our communities to opportunity; and
- Create revitalised and distinctive places.

As part of this round of SDS public consultation on 'Our Places', six policy themes have been defined:

- **Environment and Climate Change** – The Combined Authority declared a Climate Emergency in May 2019 and aims to make the city region net carbon neutral by 2040. The SDS will play a central role in supporting and monitoring efforts to act on climate change; ensuring that new development is resilient to predicted impacts and contributes towards reducing greenhouse emissions. The consultation asks about the main challenges in planning for a changing climate and how to tackle these challenges.
- **Healthier, Safer and Resilient Homes and Communities** – The Combined Authority has identified the quality of housing as a key determinant of our health and wellbeing. A Design Champion and an Air Quality Task Force have been appointed to tackle these two key matters. The Combined Authority has also adopted a social value approach to preparing policies in the SDS. The Combined Authority states that it is vital that future development in the LCR communities offers wider opportunities and benefits to people. A 'Social Value Evaluation' of the SDS will be carried out to highlight where 'social value gain' can be secured through the planning process.
- **A Thriving and Vibrant City Region** - The Combined Authority consider that the role of spatial planning is key in supporting the diversification and adaptation of town centres. The Metro Mayor and Combined Authority also recognise the importance of culture and creativity as valuable assets; defining the city region as a vibrant and unique place and contributing significantly towards the prosperity of the local economy. The SDS will need to consider how strategic planning policy supports our cultural well-being and plans positively for our cultural facilities. It will also need to take account of the wider social, cultural, economic and environmental benefits offered by our historic buildings.
- **A Connected City Region** – This theme focuses on the strategic vision for digital and transport connectivity. The SDS should be proactive in promoting sustainable forms of transport such as walking and cycling, low and ultra-low emission vehicles and public transport. The LCR Combined

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Authority Transport Plan provides direction for SDS policy as part of an integrated approach. Its key transport priorities are:

- i. Better public transport accessibility and choice;
 - ii. Moving away from car dependency;
 - iii. Working with Government and Transport for the North (TfN) to deliver a direct HS2 and Northern Powerhouse Rail link to the LCR;
 - iv. Increasing rail capacity to enable more sustainable movement of freight; and
 - v. Improving access to Liverpool John Lennon Airport by public transport.
- **An Inclusive Economy** - The Combined Authority aims to create a fairer, more prosperous city region for everyone. Informed by the Local Industrial Strategy, the SDS policies will encourage sustainable economic growth. The Metro Mayor promotes a 'brownfield first' approach to development, whereby brownfield sites are prioritised to ensure the re-use of sustainable, previously developed land is maximised.
 - **The Infrastructure we need** – Necessary infrastructure will be identified in an Infrastructure Plan, which will sit alongside the SDS. This will identify the key pieces of strategic infrastructure needed to support the delivery of the SDS, helping ensure that future development in the City Region is co-ordinated and sustainable.

NATIONAL POLICY & GUIDANCE

This section summarises relevant aspects of the National Planning Policy Framework (NPPF, 2019), Planning Practice Guidance (PPG, 2014 and as amended) and National Design Guide (2019).

NATIONAL PLANNING POLICY FRAMEWORK (NPPF, 2019)

The National Planning Policy Framework (NPPF) was published in February 2019.

Chapter 2: Achieving Sustainable Development

Sustainable development is at the core of the Framework. Paragraph 8 of the NPPF establishes that there are three dimensions of sustainable development: economic, social and environmental. These dimensions are defined as:

- **an economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- **a social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- **an environmental objective** – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy.

These objectives are interdependent and need to be pursued in a manner which is mutually supportive. Decision-making should play an active role in guiding development towards sustainable

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solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area (para. 9).

Paragraph 10 details that at the heart of the NPPF is a presumption in favour of sustainable development. Paragraph 11 sets this out for decision taking as follows:

‘For decision-taking this means:

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 1. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 2. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.’

Paragraph 12 of the NPPF establishes that the presumption in favour of sustainable development does not change the statutory status of the development plan, which is the starting point for making decisions on planning applications.

Chapter 4: Decision Making

This chapter states that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community (para. 39).

Regarding planning obligations, paragraph 56 of the NPPF states that these may only be sought when meeting all of the three tests:

1. ‘Necessary to make the development acceptable in planning terms;
2. Directly related to the development; and
3. Fairly and reasonably related in scale and kind to the development.’

Chapter 5: Delivering a sufficient supply of homes

The NPPF establishes the Government’s objective of ‘significantly boosting’ the supply of homes (para. 59). In order to do so, the NPPF stresses the importance of ensuring a sufficient amount and variety of land can come forward where it is needed.

Paragraph 64 of the NPPF requires major development involving the provision of housing to ensure that a minimum of 10% of the homes are available for affordable home ownership, unless this would exceed the level of affordable housing required in the area.

In accordance with paragraph 73, LPAs are required to identify and update annually a supply of specific deliverable sites sufficient to provide a five year supply of housing against the annual requirement. This supply should include the relevant buffer.

Chapter 6: Building a strong, competitive economy

Paragraph 80 of the NPPF states that significant weight should be attached to the need to support economic growth and productivity through the planning system. Paragraph 80 sets out how planning

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policies and decisions should 'help create the conditions in which businesses can invest, expand and adapt' whilst paragraph 82 states that LPAs should recognise and address the specific locational requirements of different sectors.

Chapter 7: Ensuring the vitality of town centres

In accordance with paragraph 85, planning decisions should support the role of town centres as the heart of local communities, adopting a positive approach to their growth, management and adaptation.

Paragraph 86 establishes the sequential test to planning applications. Main town centre uses should be located in town centres, then in edge of centre locations. Only if suitable sites are not available should out of centre sites be considered.

Under paragraph 87, when considering edge of centre proposals, preference should be given to accessible sites which are well connected to the town centre.

In accordance with paragraph 89, Local Planning Authorities should also require an impact assessment if the development is over a proportionate, locally set floorspace threshold (if there is no locally set threshold, the default threshold is 2,500m² of gross floorspace).

Chapter 8: Promoting healthy and safe communities

Planning decisions are required to achieve healthy, inclusive and safe places that promote social interaction (e.g. through mixed use developments and active street frontages); are safe and accessible; and enable and support healthy lifestyles, for example, through the provision of green infrastructure, local shops and layouts that encourage walking and cycling (para. 91). Paragraph 92 of the NPPF states that decisions should:

- i. 'plan positively for the provision and use of shared spaces, community facilities (such as sports venues, open space) and other local services to enhance the sustainability of communities and residential environments;
- ii. take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;
- iii. guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;
- iv. ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community; and
- v. ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.'

In accordance with paragraph 93, planning decisions should consider the social, economic and environmental benefits of estate regeneration.

Paragraph 94 requires a sufficient choice of school places to be available to meet the needs of existing and new communities.

The NPPF notes that access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities (para. 96).

Under paragraph 95, planning decisions should promote public safety and take account of wider security and defence requirements.

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Chapter 9: Promoting sustainable transport

Paragraph 103 states that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health.

In assessing proposals, it should be ensured that: appropriate opportunities to promote sustainable transport modes are taken up; safe and suitable access to the site can be achieved for all users; and any impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (para. 108).

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (para. 109). In accordance with paragraph 110, applications should:

- a. 'give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b. address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c. create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d. allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e. be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'

At paragraph 111, it states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement / assessment so that the likely impacts of the proposal can be assessed.

Chapter 11: Making effective use of land

The NPPF requires 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 (para. 117).

Planning decisions are required to give substantial weight to the value of using suitable brownfield sites within settlements for homes and other identified needs and to support appropriate opportunities to remediate derelict, contaminated or unstable land (para. 118).

The NPPF supports the promotion and development of under-utilised land and buildings (para. 118).

In accordance with paragraph 120, planning decisions should reflect changes in demand for land. Local planning authorities should also take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs.

Paragraph 121 establishes that:

'Planning policies and decisions should support development that makes efficient use of land, taking into account:

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- a. the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b. local market conditions and viability;
- c. the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d. the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e. the importance of securing well-designed, attractive and healthy places.'

Chapter 12: Achieving well-designed places

Paragraph 124 of the NPPF states that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development. Effective engagement between applicants and the local community and LPA can be essential to this.

Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot (para. 128). LPAs are encouraged to ensure they make appropriate use of tools and processes for assessing and improving the design of developments.

In accordance with paragraph 127, planning decisions should ensure that developments:

- a. 'will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b. are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c. are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d. establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e. optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f. create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.'

Planning permission is to be refused for development of poor design, that fails to take account of the opportunity to improve an area's character, quality and function (para. 130).

Paragraph 131 states that: 'In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.'

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Chapter 14: Meeting the challenge of climate change, flooding and coastal change

Paragraph 149 details that local plans should adopt proactive strategies to mitigate and adapt to climate change, taking full account of flood risk, coastal change and water supply / demand considerations. Paragraph 150 specifies that in supporting the move to a low carbon future, new development should be planned to reduce greenhouse gas emissions (e.g. through location, orientation and design) and avoid increased vulnerability to the range of impacts arising from climate change.

In determining planning applications, LPAs are directed to expect new development to (paragraph 153):

- Comply with adopted Local Plan policies on local requirements for decentralised energy supply, unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and
- Take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.

In terms of flood risk, inappropriate development in areas at risk of flooding should be avoided by directing development elsewhere. Where such development is necessary, it should be made safe for its lifetime without increasing flood risk elsewhere (para. 155).

Paragraph 163 states that LPAs should ensure that flood risk is not increased elsewhere as a result of proposed developments. Development should only be permitted in areas at risk of flooding where, in light of a site-specific flood risk assessment, it can be demonstrated that the most vulnerable development is located in areas of lowest flood risk; the development is appropriately flood resistant and resilient; sustainable drainage is incorporated where appropriate; residual risk can be safely managed; and safe access and escape routes are included.

Paragraph 165 of the NPPF requires major developments to incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The systems used should:

- a. 'take account of advice from the lead local flood authority;
- b. have appropriate proposed minimum operational standards;
- c. have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and
- d. where possible, provide multifunctional benefits.'

Chapter 15: Conserving and enhancing the natural environment

Planning decisions are required to minimise impacts on biodiversity and provide net gains. New and existing development must not be put at risk from, or contribute towards, unacceptable levels of soil, air, water or noise pollution or land instability (paragraph 170). This section of the NPPF also requires degraded, derelict, contaminated and unstable land to be remediated where appropriate.

In accordance with paragraph 175, LPAs should consider that if significant harm to biodiversity as a result of development cannot be avoided, adequately mitigated or (as a last resort) compensated for, then planning permission should be refused. Furthermore, opportunities to enhance biodiversity should be supported, including incorporating biodiversity improvements in and around developments, particularly where this can secure measurable net gains for biodiversity.

Paragraph 177 states that the presumption in favour of sustainable development does not apply in instances where a development is likely to have a significant effect on a habitats site, unless an

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appropriate assessment has concluded that the project will not adversely affect the integrity of the habitats site.

Under paragraph 178, planning decisions should ensure that a site is suitable for development in terms of risks arising from land instability and contamination. Paragraph 179 of the NPPF establishes that the responsibility for securing a safe development rests with the developer and/or landowner.

Planning decisions should mitigate and reduce the potential adverse impacts associated with noise and light pollution (paragraph 180). Planning decisions should sustain and contribute towards compliance with objectives for pollutants, taking into account the presence of Air Quality Management Areas (paragraph 181).

Chapter 16: Conserving and enhancing the historic environment

The Chapter attaches great importance to the conservation of heritage assets. Regarding heritage assets, the NPPF states: 'These assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations (para. 184).

The significance of heritage assets, including any contribution made by their setting should be clearly set out by the applicant (para. 189). Developers should submit an appropriate desk-based assessment and, where necessary, a field evaluation where sites have the potential to be of archaeological interest.

In determining applications, paragraph 192 sets out what local planning authorities should take account of:

- a. 'the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b. the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c. the desirability of new development making a positive contribution to local character and distinctiveness.'

Under paragraph 193, when considering the impact of a proposal on the significance of a designated heritage asset, great weight should be placed on the asset's conservation. The more important the asset, the greater the weight should be. This is irrespective of the level of harm anticipated upon the asset and its significance.

Paragraph 194 states that: '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. Substantial harm to or loss of:

- a. grade II listed buildings, or grade II registered parks or gardens, should be exceptional;
- b. assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.'

In accordance with paragraph 196: 'Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use'.

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The effect of a development on the significance of non-designated heritage assets will be taken into account when determining applications. A balanced judgement is required, having regard to the scale of harm or loss to the significance of the heritage asset (para. 197).

PLANNING PRACTICE GUIDANCE (PPG, 2014 AND AS AMENDED)

The PPG provides guidance on a range of topics which are relevant to the assessments which inform this planning application. These are listed below, as well as a short summary of the type of information included within the PPG for each topic:

- **Air Quality** – requirements for Air Quality Assessments, guidance as to how impacts on air quality can be mitigated;
- **Appropriate Assessment** – scope for a Habitats Regulation Assessment and potential mitigation measures;
- **Climate Change** – guidance on how adaptation and mitigation measures can be integrated and how developments can be adapted;
- **Design: process & tools** – tools for assessing and improving design quality and details of effective community engagement on design;
- **Effective use of land** – supporting more effective use of land and planning for higher density development;
- **Environmental Impact Assessment** – overview of relevant legislation of the process, guidance for producing an Environmental Statement and the procedure for determining applications subject to an EIA;
- **Flood risk and coastal change** – guidance regarding the Sequential Test and Exception Test and how to address flood risk in individual planning applications;
- **Historic Environment** – details of designated and non-designated heritage assets and the heritage consent process;
- **Housing** – includes guidance relating to land availability assessments, needs assessments, needs of different groups, housing for older and disabled people, optional technical standards and housing supply and delivery;
- **Land affected by contamination** – guidance relating to how to determine whether land could be contaminated, identification of contamination risks and the use of planning conditions and obligations;
- **Light pollution** – summary of the light pollution considerations that the planning system needs to address;
- **Natural Environment** – provides information relating to green infrastructure, biodiversity, geodiversity, ecosystems and landscape;
- **Noise** – summary of how noise impacts can be determined, the use of noise standards and how to mitigate the impact of noise on residential development;
- **Open space** – includes guidance on open space, sports and recreation facilities, public rights of way and National Trails and Local Greenspace designations;
- **Planning Obligations** – defines planning obligations and advises when they can be sought, including information regarding the pooling of contributions;

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- **Travel Plans, Transport Assessments and Statements** – details the type of information required in Transport Assessments and Travel Plans;
- **Use of planning conditions** – guidance regarding the circumstances in which conditions can be imposed, including the use of pre-commencement conditions;
- **Waste** – guidance relating to the waste hierarchy and waste in the context of determining planning applications; and
- **Water supply, wastewater and water quality** – details of water quality, the water environment and considerations for planning applications.

NATIONAL DESIGN GUIDE (2019)

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

- **Context** – enhancing the surroundings;
- **Identity** – attractive and distinctive;
- **Built Form** – a coherent pattern of development;
- **Movement** – accessible and easy to move around;
- **Nature** – enhanced and optimised;
- **Public spaces** – safe, social and inclusive;
- **Uses** – mixed and integrated;
- **Homes and Buildings** – functional, healthy and sustainable;
- **Resources** – efficient and resilient; and
- **Lifespan** – made to last.

More details regarding the National Design Guide are provided in the submitted Design & Access Statement.

The Government has also issued an interim report on its **Building Better, Building Beautiful Commission**. The interim report, **Creating space for beauty**, was published in July 2019. The purpose of the Commission is to address the challenge of poor quality design and build of places across the country. Beauty should be seen in Buildings (windows, height, space and materials); Places (nature of streets, squares and parks) and being Beautifully Placed (sustainable settlement patterns and siting).

The latest report '**Living with Beauty: Promoting health, well-being and sustainable growth**' was published in January 2020. The report provides a series of recommendations, encompassing the areas of: Planning; Communities; Stewardship; Regeneration; Neighbourhoods; Nature; Education and Skills; and Management.

ECONOMIC STRATEGIES

The following section summarises economic strategies at the City Region and local authority level which are relevant to the application site and proposed development.

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Building Our Future – Liverpool City Region Growth Strategy, LCR Combined Authority (2016)

This document outlines the City Region's Strategy for Growth and acknowledges the unique strengths and assets of each local authority area within the LCR Combined Authority.

The Strategy proposes to deliver economic growth and improve the quality of life for residents by focusing on the following three growth pillars:

- **Productivity** - Sustain economic growth to maximise the potential of the Region's sector strengths and related assets and focus on starting and growing more successful businesses by promoting innovations and entrepreneurial activity.
- **People** - Improve and increase skills, developing existing talent and attracting new talent for sustainable growth.
- **Place** - Improve the Region's transport, energy and digital infrastructures, and protect and enhance our cultural and environmental assets. This will improve quality of life for residents and attract and retain investors, skilled workers and visitors who will contribute to growth.

The document states that the City Region will maximise the impact of investment and opportunities by strategically focusing on those sectors with the greatest potential.

The Strategy identifies 'Place-Making' as an area of relevance to delivering the 'Place' pillar. In this regard, the ambition of the strategy is to protect and enhance the distinctive quality of place, to improve quality of life for residents and attract and retain those investors, skilled workers and visitors who will contribute to future economic growth.

The Strategy considers that there are further opportunities to enhance Liverpool City Region's distinctive quality of place as a means to attract and retain those investors, visitors, workers who will contribute to future economic growth and the quality of life of residents.

Strategic Investment Fund (SIF) Strategy, LCR Combined Authority (2018)

The document builds upon the Growth Strategy to set out the investment priorities of the Combined Authority.

Productivity priorities

The Investment Strategy generally states that the SIF will support projects that facilitate '...the expansion of existing enterprise through physical and intellectual capital, typically...development/refurbishment of suitable premises' (para 3.11).

People priorities

The SIF Strategy reiterates that improving the local skills base is key to ensuring that any growth can be inclusive across the City Region.

It states that the Fund will support 'projects which support the creation of facilities to support skills development' and 'projects which provide training opportunities'.

Building upon the Growth Strategy's Place Pillar, the SIF Strategy sets out how funds will be allocated to support the City Region's Place-making ambitions.

At para 3.16 it notably indicates that the SIF will:

- Support 'Place renewal projects' that champion improving quality of place by promoting a holistic approach to bringing place and people together around a unique proposition;

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- Help ensure that the supply of developable land responds to demand, including by supporting site remediation where it is needed and encouraging the provision of the 'the right supporting physical and social infrastructure';
- Support projects that maximise the visibility of the City Region's major place-based assets to the global marketplace;
- Support 'Projects which ensure that the City Region has the housing stock needed to attract skilled people and provide the quality of life we want for existing communities', for example those seeking to 'upgrade the housing offer in the most deprived areas';
- Support 'projects which support the creation of good quality jobs (including paying the real living wage, permanent contracts and workplace progression)';
- Support projects which provide training opportunities;
- Support projects which prioritise and deliver the use of local labour / local supply chains; and
- Support projects which address specific challenges of people who face complex and multiple barriers to work or are furthest away from employment.

SIF Skills Capital Funding Prospectus, LCR Combined Authority (2019)

The SIF Skills Capital Funding Prospectus echoes the objectives identified in the City Region Growth Strategy under the 'People Pillar'.

It recognises that a significant skills gap is currently a strong barrier to growth across the area and seeks to allocate funding towards 'capital investment that encourages learning and training in the identified City Region growth sectors' (Section 2.2, first bullet).

LCR Construction Action Plan, LCR Combined Authority (2018)

The City Region's Construction Action Plan seeks to enhance the contribution of the construction sector to 'fair and inclusive growth' outcomes in the area (at Page 3).

It highlights the need to build capabilities and skills and the sector to address significant supply and demand issues (for example, Pages 4, 6 and 24) to meet this goal.

From pages 39 to 43, it highlights how major development projects can make a significant contribution to sustainable economic growth whilst driving large-scale opportunities in the construction sector.

Inclusive Growth Plan: A strong and growing city built on fairness, Liverpool City Council (2018)

The City's Inclusive Growth Plan has several priorities:

- Investing in our children and young people;
- People who live well and age well;
- Quality homes in thriving neighbourhoods;
- A strong and inclusive economy;
- A connected and accessible city with quality infrastructure; and
- Liverpool – the most exciting city in the UK.

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The last aim is included in order to grow the city's reputation as a cultural and sporting capital and the most exciting city in which to live, visit, work, study and invest.

Metro Mayor 'Our Future Together' Manifesto (2017)

The following summarises the Metro-Mayor's manifesto vision for an ambitious, fair, green and connected City Region.

Ambitious

The manifesto's pledge for Ambition (pages 6 to 11) highlights that the City Region should seek to increase the visibility of its heritage and cultural (including sports-related) assets to promote the City Region's brand and encourage inward investment in the area.

Under this objective, the Mayor's stated goal for the area was for it to become a 'high-skill, high-value economy'. In order to deliver this, the manifesto highlights that the area must address its productivity gap through steps including:

- Focusing on its strengths and sectors where it has a competitive edge;
- Supporting the growth of local businesses, including by 'help[ing] established companies to expand'; and
- Developing the capabilities of its workforce.

Fair

In his manifesto, the Metro Mayor fully recognised that a high-quality physical environment and good public infrastructure are key to supporting a fairer society (page 12, page 14). It highlights that a better use of brownfield land, good design and concerted action to improve the quality and attractiveness of neighbourhoods will be essential to support increased quality of life for all across the City Region. It also encourages development to use 'community-led neighbourhood design' to deliver housing and services that meet people's aspirations.

Green

Pages 16 to 19 of his Manifesto emphasised the Metro Mayor's intention to deliver a zero-carbon City Region by 2040.

The document identifies that promoting green and renewable energy, low carbon transport and sustainable land use will be key to delivering this ambition.

Connected

The manifesto highlighted that promoting greater connectivity across the City Region would be a key pillar of the Metro Mayor's strategy to unlocking prosperity. At page 21, it acknowledges that physical connectivity issues have become an economic obstacle and that interventions which seek to address this challenge will be supported.

Northern Powerhouse Strategy (2016)

Liverpool is one of the core cities at the heart of the Northern Powerhouse vision, a Government initiative which seeks to 'unleash the full economic potential' of the North.

In 2016, the Government published its strategy for the Northern Powerhouse, setting out the key steps through which this objective will be reached.

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Connectivity objectives

The Strategy identifies connectivity challenges as a key barrier to productivity across the area (para 1.6).

Paragraph 2.2 highlights how delivering physical connectivity improvements will be key to supporting 'cohesive economies' within the Northern Powerhouse, and paragraph 2.8 states that it is the Government's ambition to encourage 'local areas to invest in local infrastructure'.

Enterprise and investment objectives

The Strategy seeks to support business growth and productivity across the Northern Powerhouse through its 'enterprise and innovation' goal.

At para 1.6, the document identifies that challenges relating to enterprise and innovation and trade and investment are core barriers to productivity in the area. In order to address those issues, the strategy sets out that the Government intends to 'continue to invest to support Northern businesses' (para 4.4), encourage mayoral combined authorities to 'invest in economically productive infrastructure' (para 4.7) and promote initiatives which help to showcase the 'northern offer' and create stronger branding for the region.

The 'enterprise and innovation' and 'trade and investment' objectives of the Strategy (para 1.6) also point to strong strategic support for place-making interventions across the Northern Powerhouse.

At paragraph 4.7, the document highlights that Government recognises that local infrastructure investment plays a key role in creating 'attractive places for businesses' and encourages mayoral combined authorities to support this type of intervention.

At paragraphs 5.2 to 5.5, the Strategy sets out an objective to develop a 'single internationally competitive offer to the world' across the Northern Powerhouse and increase its visibility on foreign investment markets. 'Infrastructure and regeneration' are highlighted as key channels for place-marketing.

Skills objectives

Paragraph 1.6 of the Strategy also identifies a strong skills gap as another key barrier to sustained growth in the Northern Powerhouse.

Paragraphs 3.15 to 3.19 of the Northern Powerhouse Strategy indicate that the skills gap experienced in the area is driven in part by the challenges it experiences in attracting and retaining skilled workers.

The introduction to Section 3 of the document (at Page 17) indicates that the Government is committed to intervening to 'improve educational standards and skills levels across the region'.

They identify that delivering improvements in the quality of the local living and working environment will be essential to create a 'great place' capable of meeting and exceeding the aspirations of this category of the population.

The Strategy advocates an innovative approach to delivering those outcomes. Notably, it recommends that three elements should form a key part of the Northern Powerhouse's place-making strategy:

- Capitalising on the area's key strengths, including the strong attraction of its 'world-renowned sports teams' (para 3.15);
- Promoting the 'right housing offer' across the area, supporting the aspirations of skilled workers for good quality and affordable mix of housing and opportunities (para 3.17); and

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- The use of the area's cultural assets to forge a strong regional identity (para 3.19).

OTHER

This section summarises other relevant material considerations, including decisions made regarding heritage assets and other relevant guidance.

HERITAGE AT RISK – NORTH WEST REGISTER (HISTORIC ENGLAND, 2019)

Anfield Cemetery is included within the Heritage at Risk – North West Register. The entry notes that positive progress has been made in the last year and Historic England has grant aided remedial repairs to the Grade II listed catacombs. A Conservation Management Plan has also been produced and a landscape management plan is being developed by the local authority.

Although in a stable condition, the register notes that the condition of the Park & Garden is generally unsatisfactory with major localised problems, and is of a medium vulnerability.

UNITED NATIONS SUSTAINABLE DEVELOPMENT GOALS (2015)

The United Nations Sustainable Development goals seek to act as a 'plan of action for people, planet and prosperity' to 2030, at a global scale. The Sustainable Development Goals strongly emphasise that social and economic issues must be tackled jointly to deliver the United Nation's vision for a better world by 2030.

They seek to promote sustainable development globally by inspiring UN member countries – including the UK - to take action to support long-term human, environmental and economic wellbeing at a global scale.

There are 17 Sustainable Development Goals:

1. No Poverty
2. Zero Hunger
3. Good Health and Well-Being
4. Quality Education
5. Gender Equality
6. Clean Water and Sanitation
7. Affordable and Clean Energy
8. Decent Work and Economic Growth
9. Industry, Innovation and Infrastructure
10. Reduced Inequalities
11. Sustainable Cities and Communities
12. Responsible Consumption and Production
13. Climate Action
14. Life Below Water
15. Life on Land
16. Peace, Justice and Strong Institutions

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17. Partnerships

The following goals of particular relevance to the proposed development are grouped thematically:

- Goal 8 (to promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all) clearly identifies economic growth as an essential pillar of sustainable development, whilst Goal 9 (to build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation) points out that capital investment in economic infrastructure is essential to support growth.
- One of the Sustainable Development Goals, 'Sustainable Cities and Communities' (Goal 11), indicates that a high quality of built environment is essential to deliver a liveable city environment and overcome 'urbanisation challenges', such as poor accessibility and air quality.
- This is complemented in its intent by Goal 15, 'Life on land', which emphasises that preserving the environment from degradation should be a key priority for the global population.
- Goals such as 'No poverty' (Goal 1), 'Good health and well-being' (Goal 3), 'Quality Education' (Goal 4) and 'Reduced inequalities' (Goal 10), emphasise that significant human development efforts are required to allow economic growth to truly benefit the majority of the global population.