



The People's Project

Bramley-Moore Dock - Planning Addendum
Planning Statement Addendum
September 2020



BRAMLEY-MOORE DOCK

Everton Stadium Development Limited

PLANNING STATEMENT ADDENDUM

September 2020



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APPENDICES

1.0	Liverpool Waters Parameters Plan 005 – Development Plots
2.0	Statutory Development Plan Compliance Assessment

1.0 Introduction

- 1.1 This Planning Statement Addendum has been prepared by CBRE Limited, on behalf of Everton Stadium Development Limited (hereafter referred to as 'Everton' or 'the Club').
- 1.2 The Planning Statement Addendum has been prepared as an update to the Planning Statement (CBRE Limited, December 2019) which was submitted as part of planning application reference 20F/0001 (currently pending determination). The application seeks full planning permission for 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.
- 1.3 Following design changes which have been made during the determination process, as a result of comments received from statutory consultees and further design development, updated plans and application documents are being submitted to the Council as part of application reference 20F/0001.
- 1.4 As part of the updated application material, the Planning Statement has been updated through this Addendum document. This should be read alongside the previously submitted Planning Statement (December 2019) as the following addresses the changes made since submission and does not seek to revisit all planning matters addressed in the December 2019 Statement.

APPLICATION CONTENT

- 1.5 The addendum to this planning application comprises the following documents:

Figure 1.1: Planning Application Addendum Documents

REPORT TITLE	PREPARED BY
Application covering letter	CBRE Limited
Planning Statement Addendum	CBRE Limited
Alternative Sites Assessment	CBRE Limited
Updated planning application drawings	Pattern Design / Planit-IE / Buro Happold
Design & Access Statement - Addendum	Pattern Design
Section 106 Heads of Terms	Slaughter & May
Security Planning Report	Buro Happold
Sustainability Statement	Buro Happold
Energy Statement	Buro Happold
Social and Heritage Value Report: Post Covid-19 Update	Simetrica-Jacobs
The Societal Value of the Relocation of Everton Football Club: Update of Social Value Analysis	Simetrica-Jacobs
Utilities Status Report	Buro Happold
Interim Staff Travel Plan	Mott MacDonald
Match Day Transport Strategy Summary	Mott MacDonald
Framework Event Transport Strategy Summary	Mott MacDonald
Environmental Statement, including the following topics	
Transport	Mott MacDonald
Air Quality	WYG
Noise & Vibration	WYG

Introduction

Ground Conditions & Contamination	Buro Happold
Water Resources, Flood Risk & Drainage	Buro Happold
Terrestrial Ecology	WYG
Aquatic Ecology	Carcinus Limited
Wind Microclimate	Buro Happold
Daylight, Sunlight & Overshadowing	Anstey Horne
Lighting	WYG
Townscape & Visual Impact	WYG
Built Heritage	KM Heritage
Archaeology	Oxford Archaeology North
Socio-Economics	CBRE Limited

STRUCTURE OF DOCUMENT

- 1.6
- The remainder of this Planning Statement Addendum adheres to the structure of the Planning Statement (December 2019) and is structured as follows:
- Section 2.0 – Application Site Context
- Section 3.0 – Liverpool Waters
- Section 4.0 – The Need for a New Stadium
- Section 5.0 – Application Proposals
- Section 6.0 – The Future for Goodison Park
- Section 7.0 – Post-Submission Consultation
- Section 8.0 – Statutory Development Plan
- Section 9.0 – Material Considerations – Local Guidance
- Section 10.0 – Material Considerations - Emerging Policy
- Section 11.0 – Material Considerations - National Policy & Guidance
- Section 12.0 –Material Considerations - Other
- Section 13.0 – Heritage Impacts
- Section 14.0 – Public Benefits
- Section 15.0 – Weighing the harm and benefits
- Section 16.0 – Other Planning Considerations
- Section 17.0 – Conclusions
- 1.7
- The Addendum provides updates to each of the above sections. Where there are no updates to a section this is noted.

2.0 Application Site Context

THE APPLICATION SITE

- 2.1 Since submission of planning application reference 20F/0001 there has been a minor change to the application red line boundary. This is in relation to the northern site boundary, between the application site at Bramley-Moore Dock (BMD) and the United Utilities Wastewater Treatment Works (WwTW) located further north. The northern site boundary has extended further north beyond the existing fence line. There are no other changes to the application red line boundary proposed. The application site remains at 8.67ha.

Use

- 2.2 Companies Svitzer and Cataclean remain in operation at BMD, albeit their leases expire in 2021.

Socio-Economic Context

- 2.3 A summary of the updated key socio-economic indicators for the UK, Liverpool and Kirkdale ward is provided in Figure 2.1 below (taken from Table 6 of the updated Economic Impact Assessment):

Figure 2.1: Socio-Economic Indicators

SOCIO-ECONOMIC INDICATORS ¹	KIRKDALE WARD	LIVERPOOL	UK
Average Household Income (index base = 100) (2017)	73	100	137
Unemployment rate ²	5.0%	4.7%	4.0%
Claimant Count (2020)	11.1%	8.8%	6.4%
Worklessness % (working age)	33.5%	21%	14.5%
Incapacity Benefit Claimants (2016)	16.50%	10.90%	6.30%
Workforce 16+ (no qualifications) (2011)	40.40%	28.70%	22.70%
Workforce 16+ (NVQ4 +) (2011)	14.50%	22.40%	27.20%
Percentage 5+ GCSEs A*- C (2011)	42.4%	54.8%	60.6%
Life expectancy (index) 2015-17	95	100	104
Child Poverty (2018)	38.9%	27.7%	16.8%
Crime per 1000 (2018)	141	114	n/a
IMD - % of area in most deprived 10% nationally	100%	49.6%	n/a
IMD score (highest = worse)	68.2	43.1	n/a
Business per capita ratio (bu: pop) (2016)	1:25	1:25	n/a
GVA per head (Index UK = 100) ³ (2018)	61	94	100

Source: LCC / ONS / CBRE

¹ Data is 2019 unless otherwise stated.

² Calculated by the difference between Liverpool Unemployment in 2016 and 2019 and applying this to Kirkdale

³ Calculated by the difference between Liverpool GVA in 2016 and 2018 and applying this to Kirkdale

Application Site Context

DESIGNATIONS

Ecology

- 2.4
- Following post-submission consultation with Natural England, the following designated sites have been considered within the ecology assessments submitted as part of this Addendum:
- Mersey Narrows & North Wirral Foreshore Special Protection Area (SPA) & Ramsar;
- Mersey Estuary SPA;
- Liverpool Bay SPA;
- Ribble & Alt Estuaries SPA & Ramsar;
- Mersey Estuary Ramsar;
- Mersey Narrows Site of Special Scientific Interest (SSSI); and
- North Wirral Foreshore SSSI.
- 2.5
- Further details of these designations are provided in ES Volume II, Chapters 12 and 13.

PLANNING HISTORY

- 2.6
- The following table documents the planning history of the application site since submission of the current application. It should be noted that the description of the development associated with the current application (reference 20F/0001) is proposed to be changed as a result of this Addendum (refer to Section 5.0 of this Planning Statement Addendum for further details).

Figure 2.2: Planning History

APPLICATION REFERENCE NUMBER	ADDRESS	APPLICANT	DESCRIPTION OF DEVELOPMENT	DECISION
20NM/1801	Liverpool Waters, Liverpool, L3 OBS	Peel Land & Property	Application for non material amendment to 100/2424 so as to update Liverpool Waters Parameter Plan Report from "April 2019" to "July 2020" revision. The amended parameter plans include: PP004 - Development Parcels, PP005 - Development Plots, PP006 - Building Heights. Amend wording of Condition 3 of the Decision Notice, updating "Liverpool Waters Parameter Plan Report (April 2019)" to "Liverpool Waters Parameter Plan Report (July 2020)".	Pending determination (registered 30/07/2020)

Application Site Context

20F/0001 (current planning application to which this Addendum relates)	Bramley-Moore Dock, Regent Road, Liverpool	Everton Stadium Development Limited	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).	Pending determination (registered 20/02/2020)
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Source: Liverpool City Council website

3.0 Liverpool Waters Context

- 3.1 As detailed in Figure 2.2, there is currently a Non-Material Amendment (NMA) application pending determination in relation to Liverpool Waters (application reference 20NM/1801). This NMA seeks changes to the boundaries of two parcels on Central Docks and changes to the boundaries and height of two development plots within these parcels. The NMA does not propose changes within the application site at Bramley-Moore Dock.
- 3.2 As noted in the December 2019 Planning Statement, several planning applications have been submitted and approved for development within the Liverpool Waters boundary. These applications are referred to throughout this submission as 'standalone' as they have not been made pursuant to the outline planning application for the Liverpool Waters development. These applications are still considered as cumulative developments where they are not yet complete and occupied (i.e. not yet part of the baseline condition) and are identified within the Environmental Statement which accompanies this planning application addendum (ES Volume II, Chapter 2). Although not an exhaustive list, such standalone applications which have been submitted or determined following the preparation of planning application reference 20F/0001 include:
- **19F/1038:** 10 storey hotel at Plot 11, Princes Road, Princes Dock (approved 21st November 2019); and
 - **20F/1203:** Residential tower consisting of 278 apartments, ground floor commercial and residential amenity areas at Plot A06, William Jessop Way, Princes Dock (pending determination).
- 3.3 Further details of additional cumulative developments which are outside of the Liverpool Waters boundary but which have been taken into account as part of the planning application addendum are included within ES Volume II, Chapter 2.

4.0 The Need for a New Stadium

- 4.1 The following provides an update on the potential redevelopment or expansion options at Goodison Park, as considered in the updated Alternative Sites Assessment.

REDEVELOPMENT / EXPANSION OF GOODISON PARK

- 4.2 The current stadium at Goodison Park 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. The updated Alternative Sites Assessment (September 2020) details why the threshold of a theoretical minimum site size of 7.2ha (amended from the minimum site size of 8ha in the original Alternative Sites Assessment) has been used in the assessment, which allows for the development of a modern stadium with the required ancillary facilities.
- 4.3 The expansion of Goodison Park would require the acquisition of residential properties and possibly a school, shops and businesses in addition to areas of public highway. 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 Everton in the Community (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.
- 4.4 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.
- 4.5 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.
- 4.6 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.
- 4.7 The updated Alternative Sites Assessment includes details of the KSS Proof of Evidence to the Everton Kirkby Inquiry⁴, which explained why neither the total redevelopment or partial expansion (stand by stand) of Goodison Park were feasible options for the Club. This work has been updated by Pattern Design to demonstrate the impacts of overlaying the proposed stadium at BMD on the Goodison Park footprint, to understand the land acquisitions which would be required to accommodate the stadium.
- 4.8 The updated Alternative Sites Assessment concludes that Goodison Park does not provide a feasible, practical or realistic opportunity to provide a football stadium which meets the modern needs of an elite football club.

⁴ Reference: TEV/P/10, Planning Inspectorate Reference: APP/V4305/V\08\120337 – October 2008.

5.0 Application Proposals

- 5.1 This section describes the design changes which have been made since the application was submitted in December 2019.
- 5.2 Details of the rationale and design evolution which have informed these changes are provided in the submitted Design & Access Statement Addendum (Pattern Design). The plans submitted as part of this Addendum reflect the design changes detailed below.

BACKGROUND

- 5.3 Following submission of the planning application in December 2019 (reference 20F/0001), the Club updated its brief to the design team in order to respond to feedback received from Liverpool City Council (LCC), Historic England and Places Matter, the latter during a design panel review in December 2019.
- 5.4 The changes to the brief have focused on the western part of the site and seek to enhance the public realm in this area. The revised brief required creation of a higher quality public space to appropriately respond to the location of the site at the start or end of the River Walk and within the World Heritage Site and Stanley Dock Conservation Area.
- 5.5 Other key elements of the brief included the removal of the Multi-Storey Car Park (MSCP) and the desire to reintroduce symmetry into the building, as well as creating a new, flexible civic space, omitting some of the larger wind mitigation structures, improving inclusive access, advising on the buildability of the scheme and enhancing sustainability.
- 5.6 Since submission of the planning application there have also been changes to the applicant's design team. In February 2020, Laing O'Rourke (LOR) was appointed as the main contractor for the project. LOR appointed the design team, including Pattern Design as architects, Buro Happold as multidisciplinary engineers and Planit-IE as landscape architects.

DESCRIPTION OF DEVELOPMENT

- 5.7 The updated 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 panels, storage areas/compound, security booth, external concourse / fan zone including performance stage, vehicular and pedestrian access and circulation areas, hard and soft landscaping (including stepped plaza, canopies, lighting, wind mitigation structures, public art, tree planting and boundary treatments), cycle parking structures and vehicle parking (external at grade) 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).
- 5.8 In addition to the full planning application, separate listed building consent (LBC) submissions are to be made for openings to the Grade II listed Regent Road Dock Wall;

Application Proposals

works affecting the Grade II listed BMD retaining walls; and works in relation to the Grade II listed Hydraulic Engine House.

DESIGN CHANGES

- 5.9 The following details the changes to the proposed design, which have taken place following the submission of application reference 20F/0001.

West Terrace

- 5.10 The most significant design change has been the removal of the MSCP adjoining the West Stand. As a result, a stepped, elevated terrace has been designed adjacent to the West Stand. The stepped terrace, referred to as the 'West Terrace', links the building (West Stand) to the water channel to the west.
- 5.11 The West Terrace creates a covered fan zone below, to ensure the safe arrival and departure of building users during periods of high winds.
- 5.12 A visitor lift is provided within the stadium to ensure inclusive access to the top of the West Terrace.
- 5.13 The West Terrace is aligned with Level 01 of the stadium building so the upper level can be used as an outdoor break-out space for the hospitality lounges on match or event days. At the north and south of the terrace, there are large areas proposed which could be used for pop-up concessions. The stepped terrace offers a seating area for visitors and can be utilised for watching big screens or art installations on the West Quay or water channel.
- 5.14 There are three openings proposed along the length of the West Terrace. The central opening marks the player drop off area and entrance to the changing area. The two openings either side of this allow direct access to the firefighting cores from fire tender parking positions in the west. The openings will typically remain open except in high winds, when it is necessary to enclose the covered concourse and restrict public access to the West Quay and onto the terrace steps. This will be achieved with porous metal gates, leaving the spectators' entrances to the north and south open to access the covered Fan Plaza and building entrances only.
- 5.15 The inclusion of the Terrace creates a significant new public space, which is anticipated to be available for use by the public on non-event days. The terrace offers views across the River Mersey and establishes a clear destination at the end or start of the future River Walk.

Scale & Massing

- 5.16 The removal of the MSCP within the West Stand of the stadium has allowed the building to return to its original symmetrical shape when viewed from the south, from Nelson Dock and the wider World Heritage Site.
- 5.17 In order to achieve this symmetry and accommodate internal area requirements, the building has been moved eastwards within the site by 4.5m. The foundation design has been updated to ensure that the key design principle of ensuring foundations do not affect the Grade II listed Bramley-Moore Dock wall is maintained.
- 5.18 Minor adjustments to the design of the roof mean that the scale of the building has reduced to just below 45m (44.75m).

Application Proposals

Wind Mitigation Measures

- 5.19 The design submitted in December 2019 included several large wind mitigation structures, some of which were approximately 12m high. The Club's updated brief sought to redesign this element in order to remove the structures, if possible.
- 5.20 Following further wind assessments (using Computational Fluid Dynamics (CFD)), the design amendments proposed have enabled the removal of the largest of these wind baffles and instead replaced them with trees and seating areas.
- 5.21 The removal of these structures has improved the quality and usability of the public realm, creating additional amenity space with views towards Nelson Dock and the World Heritage Site.

West Quay

- 5.22 Following feedback from several consultees (including LCC, Historic England and Places Matter), the canopy over the surface car park on the West Quay (which included a photovoltaic (PV) panel array) has been removed from the scheme and the PV panels have been relocated to the top of the stadium roof.
- 5.23 The substation has been reduced in scale and relocated to the north-west corner of the site.
- 5.24 These changes have improved views from the stadium's new West Terrace out to the River Mersey. The environment of the proposed future River Walk has also improved. The area created by the removal of the PV canopy is now a flexible space, which can be used for event-day parking, as an outdoor broadcast compound or an outdoor event space e.g. market area.

Façade Simplification

- 5.25 Following comments from the Council's Urban Design Officer and the Places Matter panel regarding the 'busyness' of the façade design, the façade has since been rationalised and simplified.
- 5.26 This has been achieved by removing the thinnest brick pier, which also contributes towards creating a more solid presence of the brick base to the stadium, echoing the warehouses which are and were present in the docklands area.
- 5.27 The east façade openings have been removed and replaced with a single glazed portal. Furthermore, a glazed portal has been added to the west façade, thus bringing symmetry to the east and west elevations.
- 5.28 The Archibald Leitch pattern which was included in the façade has now been limited to the brick piers only (removed from the metal panels and glazing elements). In addition, the pattern has been adjusted for better legibility. These changes have made the pattern clearer and have simplified the façade.

Regent Road Dock Wall

- 5.29 The team has reviewed the design of the proposed openings through the Grade II listed Regent Road Dock Wall, which forms the eastern site boundary.
- 5.30 The December 2019 submission proposed three sets of four openings through the wall to provide access, with each opening extending to 4.11m (total opening of 49.32m).

Application Proposals

- 5.31 The revised design has been proposed following a review of structural requirements and buildability. The revised design proposes three openings, with each extending to 8.15m, with 0.825m either side of the opening to comprise salvaged granite brought to fair face. This results in 24.45m of new openings but 29.4m of affected wall (when including the length of salvaged granite).
- 5.32 This represents a significant reduction in the length of wall affected and the revised design is considered to be a more sympathetic approach to creating openings in the wall. The proposals have been refined following extensive consultation with Historic England and LCC.
- 5.33 Further details regarding the proposed openings are provided in the submitted plans and Design & Access Statement Addendum. A separate listed building consent application will be submitted to provide additional information regarding the proposed changes to the Grade II listed wall.

Inclusive design

- 5.34 The team has reviewed the design to ensure that inclusive design principles are included within all aspects. The changes which have been made to the design offer the following improvements:
- An increased number of wheelchair seating positions;
 - Accessible amenity seating identified in the stadium bowl;
 - Additional toilet facilities, including gender neutral toilets and more changing places facilities;
 - Lift access included to the West Terrace; and
 - Inclusion of an accessible minibus drop-off and pick-up route to enhance accessibility to and from the stadium.
- 5.35 Further details are provided in Section 14.0 of this Planning Statement Addendum.
- 5.36 The design changes which have been made have resulted from consultation with LCC's Inclusive Design Officer and user groups such as the Everton Disabled Supporters' Association (EDSA).

Sustainability

- 5.37 The design team has sought to improve sustainability aspects of the scheme, including proposing a roof mounted PV canopy with improved efficiency and future proofing of this to increase PV coverage if viable in the future.
- 5.38 In addition, the Design for Manufacturing and Assembly (DfMA) construction process is being explored by Laing O'Rourke, which has a number of sustainability benefits, including more efficient use of materials and reduced vehicle traffic to the site.
- 5.39 Other key sustainability principles include lighting and energy efficiency measures, fixtures to reduce water usage, electric vehicle charging points, and the use of battery storage rather than back-up diesel generators.

Access & Parking

- 5.40 As part of the proposed design amendments, the parking arrangements on the West Quay have been revised.

Application Proposals

- 5.41 On non-match days the West Quay will be able to accommodate 149 cars (excluding motorcycle provision); however on a match day part of this area will be used as an Outside Broadcast Compound (OBC) for media and broadcast vehicles, which will reduce the capacity of the car parking area to 85 spaces (excluding motorcycle provision).
- 5.42 The breakdown of spaces by type on non-match days is as follows:
- 71 standard bays;
 - 24 electric vehicle charging bays (standard);
 - 52 accessible bays;
 - 2 electric vehicle charging bays (accessible); and
 - 4 motorcycle bays.
- 5.43 The breakdown of spaces by type for match days is as follows:
- 25 standard bays;
 - 6 electric vehicle charging bays (standard);
 - 52 accessible bays;
 - 2 electric vehicle charging bays (accessible); and
 - 4 motorcycle bays.
- 5.44 The proposed accessible parking bays will be formally marked out on site; however none of the standard parking bays, or bays within the OBC will be formally marked out. Instead, vehicles using this space will be corralled into the appropriate parking area by staff on site, in order to make the most efficient use of space. The standard bays will be unmarked in order to reduce the impact on the use of the West Quay as public realm, when not in use as car parking.
- 5.45 This strategy has been discussed with LCC and it has been agreed that a planning condition could be attached to any future permission in order to ensure a parking management strategy is submitted and agreed by LCC. This strategy would establish how on-site parking is managed on match days, major event days and non-match / non-major event days.
- 5.46 This arrangement has changed from the submitted scheme (December 2019), which proposed 481 parking spaces (345 spaces within the MSCP and 136 spaces on the West Quay).
- 5.47 A further design change has been the relocation of the short-stay parking area from the south-east corner of the site (within the eastern Fan Zone Plaza) to the north-east corner of the site, closer to the security building. This area previously accommodated approximately 27 vehicles and was proposed for use on non-match days only, to accommodate visitors to the Club shop, exhibition / cultural centre, restaurants and box/ticket office.
- 5.48 The relocated short-stay area can accommodate approximately 10 vehicles. As per previous arrangements proposed for the short-stay parking area, the bays will not be marked out but instead its use will be controlled by on-site security personnel and Club staff.
- 5.49 Following consultation with LCC's Inclusive Design Officer and the Everton Disabled Supporters' Association (EDSA) regarding the removal of the proposed MSCP on site, an accessible minibus route has been proposed to improve access to and from the stadium for disabled supporters and visitors on match and major event days.

Application Proposals

- 5.50 It is proposed that a minibus service will be provided by the Club for disabled supporters on a match day (and provided by event organisers for major events) to provide access to / from car parking at Stanley Park car park and to / from Sandhills station.
- 5.51 The match-day service will be pre-booked by supporters who require use of the service and will be free of charge.
- 5.52 Details of the capacity of the service, including its frequency and type of vehicle to be used will be confirmed at a later stage. The operation of this service can be secured via a suitably worded planning condition, requiring the submission and agreement of a detailed strategy and monitoring framework.

6.0 The Future for Goodison Park

- 6.1 An application for the Goodison Park Legacy Project (GPLP) has been submitted to Liverpool City Council (application reference 20O/0997). The application was registered on the 7th April 2020 and is currently pending determination.
- 6.2 As detailed in the submitted Planning Statement for application reference 20F/0001 (CBRE Limited, December 2019), it is the intention that the two planning applications will be determined at the same time.

Everton in the Community (EitC)

- 6.3 Since the submission of application reference 20F/0001, the next phase of EitC's investment in the local area surrounding Goodison Park has obtained planning approval.
- 6.4 The People's Place, a proposed new drop-in mental health facility located on land adjacent to 46 Spellow Lane (application reference 19F/3055), was approved on the 20th April 2020.

7.0 Post-Submission Consultation

- 7.1 The following section details the consultation with statutory and non-statutory consultees which has taken place since submission of the planning application (reference 20F/0001).

STATUTORY & NON-STATUTORY CONSULTEES

- 7.2 Volume II, Chapter 2 of the submitted Environmental Statement (ES) (2020) details the feedback received from consultees and identifies the relevant part of the 2020 ES where the feedback has been addressed.

- 7.3 To date, consultation responses to application reference 20F/0001 have been received from:

- Liverpool City Council (LCC) Planning Policy;
- LCC Environmental Protection Unit (Air Quality);
- LCC Environmental Protection Unit (Noise);
- LCC Local Lead Flood Authority;
- LCC Tree Officer;
- LCC Highways Advisor, Flinders Chase;
- LCC Inclusive Design Officer;
- LCC Urban Design Officer;
- Environment Agency;
- Highways England;
- Historic England (HE);
- Natural England;
- Sport England;
- ICOMOS;
- Victorian Society;
- Merseyside Police Architectural Liaison Officer;
- United Utilities;
- Merseytravel;
- Canals & Rivers Trust;
- Sefton Council;
- Liverpool John Lennon Airport (Liverpool Airport Limited); and
- Merseyside Environmental Advisory Service.

- 7.4 In addition, the Marine Management Organisation has responded in relation to the marine licence application for the proposed development which has been submitted alongside this planning application. More details of the consultation response in relation to the MMO application is provided in Volume II, Chapter 2 of the submitted Environmental Statement (ES) (2020).

- 7.5 In summary, since submission of the application consultation has been undertaken with the majority of the consultees listed above. Details of the consultation undertaken is provided

Post-Submission Consultation

in the relevant technical chapter and appendix for each technical discipline, as reported in ES Volumes II and III and the submitted Design & Access Statement Addendum.

- 7.6 In addition to the consultees listed above, the design team has consulted with the Everton Disabled Supporters' Association (EDSA) on the 22nd July 2020 and 14th August 2020. The purpose of this engagement was to present the design changes to the group and obtain feedback on the revised proposals. The meeting on the 14th August 2020 focused specifically on the changes to the transport strategy which had been made as a direct response to the feedback received from EDSA on the 22nd July 2020, namely the proposed provision of an accessible minibus to provide a service between Stanley Park car park and the stadium and Sandhills station and the stadium (as detailed in Section 5.0 of this Planning Statement).
- 7.7 The design team has also presented the updated design to Places Matters for a further design panel review, following the review undertaken in December 2019. The second review, held on the 21st May 2020, focused on the design changes which had been made since the initial review, some of which had been made as a direct response to the feedback received from Places Matter in December 2019. Details of this engagement are provided in the submitted Design & Access Statement Addendum.
- 7.8 Specifically in relation to heritage matters, meetings have been held with HE and/or LCC Planning and/or Conservation Officers on the following dates:
- 06/02 - HE Stadium Façade Meeting
 - 11/02 - LCC Stadium Façade Meeting
 - 26/02 - Brick Selection Meeting
 - 12/03 - LCC/HE Brick Façade Meeting
 - 27/03 - LCC/HE Design Update
 - 08/04 - LCC/HE Design Update
 - 01/05 - LCC Hydraulic Tower
 - 12/06 - LCC/HE - Listed Building Consent (LBC) Scope
 - 19/06 - LCC/HE - Regent Road Wall Design / LBC Scope
 - 03/07 - LCC/HE - Regent Road Wall Design / LBC Scope
 - 16/07 - LCC/HE - Regent Road Wall Design / LBC Scope
 - 22/07 - HE Advisory Committee
 - 05/08 - LCC - Regent Road Wall
 - 12/08 - LCC On-Site Meeting (Heritage Asset Repair / Inclusive Access)

PUBLIC CONSULTATION

- 7.9 Details of the revised scheme have been released in a blog post from the Club, dated 26th August 2020 which has since been reported in local, regional and national media. This blog provided an update on the planning application and the design changes which have been made since submission of the planning application in December 2019.
- 7.10 The blog included images of the revised design to inform fans and interested parties of the amendments which have been made to the scheme.

8.0 Statutory Development Plan

- 8.1 There have been no updates to the statutory development plan since the submission of planning application reference 20F/0001.

9.0 Material Considerations – Local Guidance

- 9.1 There have been no updates to relevant Supplementary Planning Documents (SPDs), Supplementary Planning Guidance (SPG) or Strategic Regeneration Frameworks (SRFs) since the submission of planning application reference 20F/0001.

10.0 Material Considerations – Emerging Policy

- 10.1 The following section provides an update to the submitted Planning Statement (CBRE Limited, December 2019) regarding relevant emerging (as yet not examined or adopted) policies in the Liverpool City Council authority area and Liverpool City Region.
- 10.2 Only policies which have been updated since submission of the application are included in this section.

EMERGING LIVERPOOL LOCAL PLAN (SUBMISSION VERSION, 2018)

- 10.3 Hearings associated with the Examination in Public (EiP) of the submitted Liverpool Local Plan have been postponed until October 2020.
- 10.4 In April 2020, Liverpool City Council published a draft schedule of main modifications to the Local Plan.
- 10.5 The wording of the following policies has been updated. Where a policy is not listed in the below, there are no significant changes to the wording as reported in the original Planning Statement (CBRE Limited, December 2019).

- **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 docks and other maritime structures associated with the City's role as one of the world's major ports from the 18th century to the early 20th century are identified as an element which contributes most to the city's identity and sense of place. 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 and its setting will be refused, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh the harm or loss, or all of a set of criteria apply.

Where less than substantial harm is anticipated, it will be weighed against the public benefits of the proposal, including where appropriate, securing its optimum viable use.

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.

Proposals affecting a Conservation Area are required to preserve or enhance those elements which contribute to its character and appearance, especially any elements identified in any adopted Conservation Area Appraisal as making a positive contribution to the significance of that area.

Proposals which will help to safeguard the significance of a heritage asset, and secure a sustainable future, especially for those assets identified as being at greatest risk of loss or decay, will be supported.

- **Policy EC4 *Major Culture, Tourism and Sport Facilities and Events*** details that the Council will support proposals which reinforce and promote Liverpool as a centre for tourism, culture and major events. This includes proposals for new / expanded provision which contributes to the city's continued success as a destination for visitors and venue for major events, including sports. Within the Council's support for new / expanded provision, the sustainable development or redevelopment of Everton football club is specifically mentioned, providing the proposals are of an appropriate scale and subject to other relevant planning policies.

Material Considerations – Emerging Policy

Proposals should be of a high quality design, be highly accessible, not adversely impact residential amenity or business operations and where appropriate and feasible be designed to be flexible, adaptable and capable of multi-use.

- **Policy STP2 *Sustainable Growth Principles*** 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); making the best use of locations that are already easily accessible by sustainable transport (or which could be made 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 including measures to improve air quality.
- **Policy UD8 *Public Art*** states that the City Council will work with developers to bring about the incorporation of public art into major development schemes as part of the public realm, where this is important to establish or reinforce a sense of place and identity.
- **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 for, 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:

- *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
 - *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 GI9 *Green Infrastructure Enhancement*** states that in order to mitigate the impact of climate change in the city all major development proposals should be designed to incorporate green infrastructure measures, including (where appropriate) providing green infrastructure at key gateways and along key corridors. Green infrastructure should also integrate or enhance existing biodiversity features. All development proposals should contribute to ensuring a net gain in biodiversity. Where fairly and reasonably related to the development proposal, financial contributions through an appropriate legal agreement will be sought towards the creation of new off-site green infrastructure provision, or to enhance and improve existing provision off-site where it is clearly demonstrated that on-site provision is not possible, beneficial or appropriate.
 - **Policy R1 *Pollution*** requires development that is likely to have a pollution impact to demonstrate that appropriate measures are incorporated to avoid pollution to air, water

Material Considerations – Emerging Policy

and soil; that the impact of noise, vibration and lighting will not be significant; and that the development will not lead to a significant decline in air quality. Where appropriate, major developments should incorporate measures to reduce and minimise air pollution.

- **Policy R9 *Solar Panels*** states that both building and ground mounted installations will be supported, providing heritage assets are conserved (including views important to their setting and elements which contribute to the OUV of the WHS); impact on visual amenity and neighbouring uses, landscape and biodiversity is minimised; there is no adverse impact on aircraft safety; the proposal has been subject to community engagement; and the design incorporates the ability to remove the structure and restore the site.
- **Policy R10 *Non-Fossil Fuel Energy Sources*** the adoption of non-fossil fuel technologies to generate locally sourced energy will be supported as part of the transition to a low carbon economy. Proposals for non-fossil fuel energy development must demonstrate that the proposed development is: appropriately sited; the scheme accords with Policies HD1 and HD2 in respect of heritage assets and Policies GI5 and GI6 in respect of biodiversity; there is no unacceptable impact on the landscape, character or appearance of an area or living conditions; and the proposal has been subject to community engagement.
- **Policy TP6 *Walking and Pedestrians*** states that developments must be designed to actively encourage walking through a well-designed pedestrian environment within the development site, provide appropriate pedestrian access, ensure layouts are fully accessible and demonstrate best practice in design for pedestrians.

11.0 Material Considerations – National Policy & Guidance

- 11.1 There have been no updates to relevant national policy and guidance since the submission of planning application reference 20F/0001.

12.0 Material Considerations - Other

- 12.1 This section summarises updates to other relevant material considerations, including decisions made regarding heritage assets, economic policies / strategies and other relevant guidance.
- 12.2 Since the submission of application reference 20F/0001, the UK Government, as State Party for Liverpool's World Heritage Site (WHS), has submitted a State of Conservation Report for the Liverpool Marine Mercantile City World Heritage Site. This document sets out the North Shore Vision, which has been progressed by LCC and Peel Holdings and is a collaborative framework which follows the UNESCO Historic Urban Landscape (HUL) approach and the United Nations Sustainable Development Goals.
- 12.3 The Vision identifies the tangible and intangible attributes of the northern docks area and details the evolution of this area of the city. The Vision describes the impact of the abandonment of the northern docks on the communities of north Liverpool and discusses the balance between the public benefit of a heritage-based regeneration approach and the potential harm to heritage assets.
- 12.4 Current proposals are described within the North Shore Vision and this includes The People's Project, of which the proposed stadium at Bramley-Moore Dock is part.
- 12.5 The State of Conservation Report also references the submitted application for the proposed stadium and notes that the World Heritage Centre will be informed by the State Party once the application is validated and available to view.
- 12.6 Due to the Covid-19 pandemic, the 44th session of the World Heritage Committee, initially scheduled for July 2020, has been postponed and a revised date is yet to be confirmed.

13.0 Heritage Considerations

- 13.1 This planning application addendum is accompanied by an updated Heritage Statement and a Heritage Impact Assessment – prepared using the methodology of the International Council on Monuments and Sites (ICOMOS) 2011 Guidance on Heritage Impact Assessments for Cultural World Heritage Properties - prepared by KM Heritage (ES Volume 3, Appendix 18.1 and 18.2, respectively).
- 13.2 An updated Heritage Assets Schedule and Plans (ES Volume III, Appendix 18.6) has been produced to replace the previously submitted Artefacts Appraisal (2019 ES Volume III, Appendix 18.6) and Heritage Asset Survey (2019 ES Volume III, Appendix 18.7). This replacement schedule has been updated with additional survey work which has been carried out on site since submission of the application in December 2019. This represents a point in time assessment of the site and is to be updated further on receipt of additional survey information.
- 13.3 This section considers updates, where applicable, to the impact of the proposed development upon the identified heritage assets both within the site and in the surrounding area.
- 13.4 This chapter should be read alongside Section 13.0 of the Planning Statement submitted as part of the original submission for application reference 20F/0001 (December 2019).

HERITAGE ASSETS UPDATE

- 13.5 The updated Heritage Asset Schedule and Plans (ES Volume III, Appendix 18.6), records items present on the site, including photographs, and describes their heritage value and heritage significance, taking account of whether they are original to the dock construction and whether they are attached to the listed structure.
- 13.6 The schedule classifies the asset in terms of future intervention e.g. remove and store, remove and dispose, retain and investigate further etc. and provides notes and recommendations.
- 13.7 The items are noted on either the Heritage Assets Retained plan (dwg. ref. BMD01-PLA-S0-EX-DR-L-948405 Rev. P05) or the Heritage Assets Removed plan (dwg. ref. BMD01-PLA-S0-EX-DR-L-948404 Rev. P05), contained within ES Volume 3, Appendix 18.6.
- 13.8 The schedule, as dated 11/09/2020, identifies 208 assets. Of these assets, 141 are considered to have low heritage significance (67.8%). The majority of the 208 assets are of 'sound' condition (59%); however 60 (28.8%) are considered to be in 'poor' condition and 20 (9.6%) are in 'very poor' condition.
- 13.9 The future strategy for these assets has been classified as follows:

Figure 13.1: Summary findings of the updated Heritage Assets Schedule

PROPOSED STRATEGY	NO. OF ITEMS	% OF ITEMS
Retain and Repair	86	41%
Remove and Dispose	45	22%
Remove and Relocate	33	16%
Retain	19	9%
Retain / Further Investigation	14	7%
Remove and Store	11	5%

Heritage Considerations

- 13.10 Figure 13.1 shows that the majority of the assets are being retained and incorporated as part of the proposed development.

IMPACT OF THE PROPOSED DEVELOPMENT

Mitigation measures

- 13.11 The following aspects of the revised design have been taken into consideration by KM Heritage in the updated Heritage Statement and 'Heritage Impact Assessment – Prepared using the methodology of the ICOMOS 2011 Guidance on Heritage Impact Assessments for Cultural World Heritage Properties':
- **Façade** of the building has been simplified to ensure the Leitch truss pattern is more legible, alongside the removal of the thinnest proposed brick pier to give the façade a more solid presence in line with the warehouse setting.
 - **West Terrace** resulting from the removal of the MSCP on the West Quay, this stepped terrace area has been created with views across the River Mersey.
 - **PV panels** located on the roof but to be structurally integrated so not visible from street level.
 - **Materiality** which is in keeping with the character of the area. A preferred brick has been selected in consultation with LCC/HE and a mock-up has been installed on site in the Summer of 2020 for review.
 - **Scale** of the proposed building, resulting from a design process which has sought to minimise the building height to the minimum possible. The building height has reduced to below 45m (44.75m), thereby being defined as 'mid-rise' within the World Heritage Site SPD.
 - **Wind Mitigation Measures** which have been designed to ensure they form part of the overall design. As a result of this reassessment there has been a beneficial change in the removal of the large out-rigger baffles and their replacement with a soft landscaping solution and the creation of the West Terrace, a new civic space in the WHS with views over the River Mersey.
 - **West Quay** has been redesigned to move the substation further north, therefore creating a significant shared space area and an appropriate connection to the planned River Walk through the World Heritage Site (once Liverpool Waters is delivered to the south of the application site).
 - **Sensitive design of openings through the Regent Road wall.** The proposed three new openings to the Regent Road Wall are of a reduced width from the scheme submitted in December 2019, with each of the three proposed openings extending to 8.15m, over the length of 227m of wall within the application site. This design ensures that the wall's monumentality and the pre-eminence of the existing entrances remain intact through the reinstatement of the lintels and proposed covering of the metal structural supports with the granite facing stone, which will be saved from the demolition to create the openings.
- 13.12 The above mitigation measures should be read in conjunction with those set out in the Planning Statement (December 2019, para. 13.14) which still remain relevant to the proposed development, namely:
- Reuse of the Grade II listed Hydraulic Engine House;

Heritage Considerations

- Creation of a (non-navigable) water channel to retain the visual and hydrological connectivity of the dock system;
- Dock infill methodology which seeks to minimise physical harm to the listed retaining walls;
- Massing and materiality to reflect the warehouses and other historic buildings in the Conservation Area; and
- Public realm design, including the retention of the majority of historical artefacts which surround the retaining walls of BMD and Nelson Dock.

Impact on Heritage

- 13.13 The updated Heritage Statement and Heritage Impact Assessment (prepared using the methodology of the ICOMOS 2011 Guidance on Heritage Impact Assessments for Cultural World Heritage Properties) have considered the value of the heritage assets at the site and in the surrounding area and have assessed the impact of the proposed development upon these assets, taking account of the mitigation measures listed above. The following section summarises the main findings in relation to the heritage assets.
- 13.14 The following table summarises the findings of the updated Heritage Impact Assessment:

Figure 13.2: Summary findings of the updated Heritage Impact Assessment

ASSET	OVERALL IMPACT ON CONTRIBUTION TO OUV OF THE WHS	CUMULATIVE IMPACT (TAKING ACCOUNT OF CUMULATIVE SCHEMES ⁵)
Hydraulic Engine House	<i>Change of use:</i> Very large beneficial effect <i>Impact on setting:</i> Minor Adverse <i>Overall impact of proposals:</i> Moderate Adverse	-
Bramley-Moore Dock Retaining Walls	Very large adverse effect	-
Stanley Dock Conservation Area (SDCA)	Large / very large adverse effect	Impact on wider area outside of BMD much reduced
Overall impact on the WHS		-
Regent Road Dock Wall	Moderate / large adverse effect	-
Tobacco Warehouse	Moderate / large neutral effect	Slight neutral effect
Victoria Clock Tower		Negligible neutral effect
Nelson Dock	Moderate neutral effect	-
Stanley Dock	Slight neutral effect	Neutral
Collingwood Dock		Negligible neutral effect
Salisbury Dock		Negligible neutral effect
Clarence Graving Dock		Neutral
Stanley Dock Warehouse (north side)		Negligible neutral effect
Hydraulic Tower (west of Stanley Dock)		-
Sea Wall		-

⁵ A hyphen ('-') symbol is given where the cumulative impact is the same as the 'Overall impact on the contribution to OUV of the WHS'

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Leeds-Liverpool Canal	Neutral	-
Stanley Dock Entrances		-
Stanley Dock Warehouse (south of Tobacco Warehouse)		-
Bonded Tea Warehouse		-
Dock Master's Office, Salisbury Dock		-

13.15 The following table summarises the findings of the updated Heritage Statement:

Figure 13.3: Summary findings of the updated Heritage Statement

ASSET	EFFECT	CUMULATIVE IMPACT (TAKING ACCOUNT OF CUMULATIVE SCHEMES ⁶)
Hydraulic Engine House	<i>Change of use:</i> Substantial heritage and public benefit <i>Impact on setting:</i> Minor impact	-
Bramley-Moore Dock Retaining Walls	Substantial harm	-
Stanley Dock Conservation Area (SDCA)	Substantial harm	Impact on wider area outside of BMD much reduced
Outstanding Universal Value	Substantial harm	-
Regent Road Dock Wall	Less than substantial harm	-
Tobacco Warehouse	Not harmful	Impact reduced further
Stanley Dock	Not harmful	Impact reduced further
Collingwood Dock	Not harmful	Impact reduced further
Salisbury Dock	Not harmful	Impact reduced further
Clarence Graving Dock	Not harmful	Impact reduced further
Nelson Dock	No impact to the dock waterbody or its contribution to the WHS but will noticeably change its setting.	Impact reduced further
Stanley Dock Warehouse (north side)	Not harmful	Impact reduced further
Hydraulic Tower (west of Stanley Dock)	Not harmful	Impact reduced further
Stanley Dock Entrances	No impact	-
Victoria Clock Tower	Not harmful (minor impact to setting)	Impact reduced further
Sea Wall	Not harmful	-
Leeds-Liverpool Canal	No impact	Impact reduced further
Stanley Dock Warehouse (south of Tobacco Warehouse)	Not harmful	-
Bonded Tea Warehouse	No impact	-
Dock Master's Office, Salisbury Dock	No impact	-

13.16 The main change within the updated Heritage Statement has been the identification of the impact of the proposed development upon the World Heritage Site as constituting

⁶ A hyphen ('-') symbol is given where the cumulative impact is the same as the 'Effect'

Heritage Considerations

- 'substantial harm' and in the terminology of the updated Heritage Impact Assessment, using ICOMOS guidelines, as causing a 'Large / Very Large' adverse effect.
- 13.17 The updated Heritage Statement notes that a professional judgement as to the level of harm caused to the significance of the WHS depends on how the harm is interpreted and is a matter of fine judgement.
 - 13.18 The updated Heritage Statement identifies that on one hand, the proposals would cause a very high level of harmful impact on the Stanley Dock Conservation Area which is one of the six identified character areas of the WHS. However, in light of recent case law regarding degrees of heritage harm and information provided in the Planning Practice Guidance, as detailed in the updated Heritage Statement, it would be possible to conclude that the harm to the Outstanding Universal Value (OUV) of the WHS is 'less than substantial'.
 - 13.19 Nevertheless, the updated Heritage Statement also identifies that following the guidance established by ICOMOS, including the matrices of harm, the impact on the WHS is identified as being 'Large / Very Large' and adverse in nature, which would on balance require a judgement of substantial harm to the WHS.
 - 13.20 This is the overall conclusion of the updated Heritage Statement and is also the position taken by Historic England in its consultation response to the planning application to date.
 - 13.21 The updated Heritage Statement has identified that the proposed development will result in cases of substantial harm and less than substantial harm. Therefore, paragraphs 194 - 196 of the NPPF are engaged and the public benefits of the scheme should also be considered. Section 14.0 details the relevant updates to the public benefits associated with the revised design and lapse of time since submission of the application, followed by Section 15.0 which weighs the heritage harm against the benefits.

14.0 Public Benefits

- 14.1 This section seeks to update the 'Public Benefits' section of the December 2019 Planning Statement, where changes are applicable. Such changes have been made following updates to baseline data that have informed the assessments which accompanied the December 2019 submission, as well as changes to the proposed development, which have affected the outputs of these assessments.
- 14.2 The following updated assessments have informed this section:
- ES Volume 3, Appendix 20.1: Economic Impact Assessment (CBRE Limited, August 2020);
 - ES Volume 3, Appendix 20.2: The Societal Value of the relocation of Everton Football Club: Update of Social Value Analysis (Simetrica-Jacobs, September 2020); and
 - ES Volume 3, Appendix 20.3: Everton Football Club and Stadium: Social and Heritage Value Report Post Covid-19 Update (Simetrica-Jacobs, September 2020).
- 14.3 This chapter should be read in conjunction with Section 14.0 of the December 2019 Planning Statement as the following seeks to update the 2019 version where relevant and does not reiterate the public benefits case in totality.

1. ECONOMIC BENEFITS

- 14.4 The updated Economic Impact Assessment has reassessed the impact of The People's Project (comprising the proposed new stadium at BMD, the Goodison Park Legacy Project (GPLP) and the wider catalytic impacts associated with development adjacent to BMD).
- 14.5 Since submission of planning application reference 20F/0001, the socio-economic indicators which informed the assessment have experienced a significant and rapidly moving negative shift, driven by the unprecedented economic impact of the Covid-19 pandemic on jobs and economic activity.
- 14.6 By way of example, the updated Economic Impact Assessment reports that the UK Claimant count has already increased to more than 2.8m (up over ½m in a month). The unemployment rate is currently 3.9% but expected to climb to between 6%-8% reflecting the 'furlough fallout' by the end of the year. The HM Treasury forecast is between 4% - 10% unemployment rate; the 4% already appearing highly unrealistic. A doubling of unemployment equates to c. 2.7 million unemployed.
- 14.7 As well as changes to the baseline, the updated Economic Impact Assessment has considered changes to the construction cost of the proposed development at BMD, which has increased from £335m to £505m.
- 14.8 As a result of the above, the revised headline economic benefits of The People's Project are as follows:

Public Benefits

Figure 14.1: Headline Economic Benefits of the People's Project

OUTPUT	NEW STADIUM AT BMD	GOODISON PARK LEGACY	WIDER CATALYTIC DEVT ADJACENT TO BMD ⁷
CONSTRUCTION PHASE (LCR IMPACT)			
Construction Value	£505m	£82.5m	£212m
Construction Jobs	8,136	1,328	3,562
Construction GVA	£420m	£69m	£176m
Apprenticeships/Trainee Jobs	505	82	212
OPERATIONAL PHASE (LCR IMPACT)			
Net Additional Jobs & Supported Jobs	312	520	2,046
Net Additional GVA	£11.2m	£29m	£99m
Net Additional Wage Income (BMD) & Household Income (GPLP and Wider Scheme)	£14.5m	£6.8m	£28m
Net Additional Spend (suppliers, supporters, visitors and marketing)	£39.5m	£1.42m	n/a

Source: CBRE

- 14.9 Figure 14.1 shows that although the operational phase impacts have broadly remained the same, the construction related impacts have increased significantly overall, with the People's Project as a whole involving a greater construction value and generating more construction jobs and apprenticeships/trainee positions and generating more GVA than was previously assessed.
- 14.10 Although the trends of economic recovery in a post-Covid situation are difficult to predict, the updated Economic Impact Assessment notes that the delivery of development schemes of such a scale will be critical in providing the jobs and investment required to support the City Region's economic recovery. Therefore, the Covid-19 crisis places increased focus and importance on the jobs created by the BMD and GPLP projects and could provide a major economic boost to the region during its period of recovery.
- 14.11 The updated Economic Impact Assessment demonstrates that The People's Project has the potential to deliver transformational benefits to North Liverpool, the Liverpool City Region and the North West region, at a time when investment will be critical in supporting the economic recovery in a post Covid-19 scenario.
- 14.12 These benefits are additional to the societal and cultural heritage benefits of the project, which are explored in more detail below.

⁷ 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.

Public Benefits

2. SOCIAL AND CULTURAL BENEFITS

i) Social and Heritage Value of the New Stadium Development

- 14.13 The Club has commissioned an update to the report by Simetrica-Jacobs to quantify (in monetary terms) the value that people place on cultural heritage in the city and specifically the impact and value of a new stadium for Everton at BMD.
- 14.14 The updated assessment uses two surveys collected over two periods (2019 and July-August 2020 sample collected during the Covid-19 pandemic). Overall, almost 2,500 Merseyside residents were surveyed through online and face-to-face methods (1,495 in the 2019 survey and 974 in the 2020 survey).
- 14.15 Similarly to the Simetrica-Jacobs report which accompanied the December 2019 submission, the updated assessment quantifies how much residents in Merseyside value the WHS and their Willingness to Pay (WTP) to maintain the UNESCO WHS designation in Liverpool. The survey also values people's preferences for keeping BMD in its current condition or building a new stadium.
- 14.16 Using the same hypothetical scenarios as detailed in the December 2019 Simetrica-Jacobs Report, the Net Present Value (NPV) for each scenario is identified through consideration of the Willingness to Pay (WTP) for some scenarios and the Willingness to Accept (WTA) compensation to reimburse those not in favour of some scenarios.
- 14.17 A comparison of the 2019 and 2020 surveys is provided in Figure 14.2 below.
- 14.18 In the 2020 survey the NPV for the proposed stadium development is £219m for Merseyside residents (over 30 years). This is approximately £14m higher than in the 2019 survey, where the identified NPV over 30 years was £205m for Merseyside residents.
- 14.19 This should be considered against the updated findings that for the continued maintenance of the UNESCO WHS, Merseyside residents would be willing to donate an average of £9.87 per household per year (approximately £44m Present Value over 30 years). This is compared with the 2019 survey which calculated the NPV as approximately £12.35 per household per year (approximately £70m over 30 years).
- 14.20 Simetrica-Jacobs conclude that the public value of the stadium redevelopment has increased since the original survey in 2019, with an increase in the price people would be willing to pay to support the stadium redevelopment and a decrease in the price residents would be willing to pay to maintain BMD in its current condition. The increase in NPV is considered to be in part driven by the Covid-19 pandemic and the associated uncertainty it has caused in the economy, which makes such a major investment in a sport stadium and ancillary uses more attractive to local residents.
- 14.21 As with the 2019 survey, the figures are considered to be conservative as they only focus on Merseyside residents, whereas people outside Merseyside may value the stadium and its supporting uses, both in terms of the option to use it and as a non-use value to see the redevelopment of this area of the waterfront, which is currently vacant and inaccessible to the public.

Public Benefits

Figure 14.2: Summary of the Social and Heritage Benefits of BMD

DATE OF SURVEY	CULTURAL HERITAGE/LANDUSE OPTION	PAYMENT VEHICLE	SURVEY SAMPLE SIZE PER VALUATION QUESTION	MEAN WTP/MTA PER HOUSEHOLD	PRESENT VALUE OVER A 30-YEAR EVALUATION PERIOD
VALUE OF CULTURAL (BUILT AND SPORTING) HERITAGE					
2019 (pre-Covid)	UNESCO Liverpool Maritime City World Heritage Site status	Annual donation	702	£12.35	£69,614,625
2020 (post-Covid)	UNESCO Liverpool Maritime City World Heritage Site status	Annual donation	515	£9.87	£43,987,624
LANDUSE OPTIONS FOR BRAMLEY-MOORE DOCK					
2019 (pre-Covid)	Stadium development at Bramley Moore Dock (amongst those in favour of this landuse option)	Increase in monthly cost of living	719	£83.27	NPV (WTP – WTA) £205,014,007
	Stadium development at Bramley Moore Dock (amongst those against this landuse option)	One-off compensation	74	£189.67	
2020 (post-Covid)	Stadium development at Bramley Moore Dock (amongst those in favour of this landuse option)	Increase in monthly cost of living	412	£98.73	NPV (WTP – WTA) £219,449,037
	Stadium development at Bramley Moore Dock (amongst those against this landuse option)	One-off compensation	47	£30.89	

Source: Simetrica-Jacobs

iii) Societal Value of the Stadium Relocation to GPLP & EitC

- 14.22 Simetrica-Jacobs have updated the 2019 Real Worth Report 'The Societal Value of the Relocation of Everton Football Club'.
- 14.23 This updated assessment has found that the social value of the new stadium at BMD is estimated to be £47.5m over a 25 year evaluation period.
- 14.24 The Goodison Park Legacy Project (GPLP), which is enabled through the relocation of the Club to BMD, is estimated to produce a social value of £58.2m over the 25 year evaluation period. The benefits will be experienced by existing residents in the area as well as new residents.
- 14.25 The social value of the relocation of the Club to BMD for the activity of Everton in the Community (EitC) is estimated to be £42.3m over the 25 year evaluation period.
- 14.26 Therefore, overall the relocation of Everton to BMD is anticipated to generate social value of **£148m** over a 25 year period.

Public Benefits

3. SUMMARY OF ECONOMIC AND SOCIAL IMPACTS

- 14.27 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 the wider North West region.
- 14.28 Figure 14.3 brings together the combined economic and social value additionality of the new stadium, the wider catalytic development (in the Northern Ten Streets area), the Goodison Park Legacy project⁸ and the growth of EitC as a result 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.

Figure 14.3: Headline Aggregated Social and Economic Benefits



Source: CBRE

PROMOTING HERITAGE BETTERMENT

- 14.29 The Planning Statement submitted as part of the December 2019 application detailed various means by which the proposed development promoted heritage betterment. The following should be read alongside this (Section 14.0, Planning Statement December 2019) and provides additional heritage betterment which has been achieved through the design amendments to which this addendum relates.

⁸ This includes the economic benefits (undertaken by CBRE) and quantitative benefits from social and heritage reports undertaken by Simetrica-Jacobs, which are additive benefits

Public Benefits

Access to the WHS: Increasing the Value and Use of BMD

- 14.30 The design changes proposed as part of this addendum create an extensive new civic space in the form of a West Terrace, adjacent to the West Stand. It is envisaged that this space will be accessible to the public on a non-match day (weather permitting) and creates a significant area of public realm for people to access and appreciate the World Heritage Site and enjoy views over the River Mersey.
- 14.31 Design changes to the West Quay have created a more flexible area of public realm which can be accessed on a non-match day and, together with the stepped West Terrace, will create an attractive and usable start or end point to the River Walk along the city's waterfront, when Liverpool Waters to the south of the site is delivered.

SUSTAINABILITY AND ENVIRONMENTAL BENEFITS

- 14.32 The following provides updates to the identified sustainability and environmental benefits of the amended development proposals, where relevant, and should be read in conjunction with the 2019 Planning Statement.
- **Be green, harness the environment:** opportunities to harness renewable and low-carbon energy sources on and around the proposed site will be adopted. The scheme will harness solar energy through the installation of 2,050m² of photovoltaic panels, which are now proposed to be located on the roof of the stadium, in order to maximise their efficiency. This exceeds the area required to comply with Part L of the Building Regulations.
 - **Use water efficiently:** water efficient fixtures and fittings, including waterless urinals, will reduce potable water consumption and conserve precious water resources in times of increasing scarcity. Rainwater will be collected from the main stadium roof and reused in the stadium for pitch irrigation – with the capacity to collect 215,000 litres of water in a buried tank.
 - **Efficient construction processes:** the structural design will maximise opportunities for off-site fabrication, creating opportunities to drive resource efficiency throughout the construction process. The updated proposal will result in an increase in construction waste generation, from 63,600 tonnes to 65,900 tonnes. A minimum of 80%, 90% and 95% of non-demolition, demolition and excavation waste respectively is targeted to be diverted from landfill.
 - **Embrace future mobility solutions:** electric vehicle charging bays will be provided on site. As detailed in the Design & Access Statement Addendum, based on non-match day provision, there has been an overall increase in the number of Electric Vehicle charging bays from the previous proposal. Within the revised scheme, a total of 26 (increase from 24) electric vehicle charging bays will be provided on non-match days. As a result of the design changes, the total amount of parking has been reduced, meaning electric vehicle charging bays make up an overall greater proportion of parking bays, thus encouraging users to travel to the site via alternative low or zero carbon modes.
 - **Focus on embodied impacts:** existing sediment will remain, capped with marine-won sand fill. This strategy will avoid the need to dredge and dispose of 50,000m³ of dock deposits, reduce the total volume of fill by approximately 25,000m³ and reduce marine vehicular movements.
 - **Unlocking views:** opening up a currently inaccessible site for public enjoyment enables the project to enhance access and connection to scenic views and the waterfront. For match and non-match day visitors, exposure to the waterfront will support positive mental

Public Benefits

health outcomes and promote opportunities for social exchange. This has been further enhanced by the design changes to the West Quay and the introduction of the West Terrace, to replace the proposed MSCP.

DELIVERING EQUALITY, DIVERSITY & INCLUSION

- 14.33 In addition to the qualitative assessment undertaken in December 2019 with regards to delivering equality, diversity and inclusion (as reported in CBRE's Planning Statement), the following summarises the impact of the changes to the proposed development, in terms of inclusive design.
- 14.34 The design changes made since planning submission in December 2019 have enabled the design team to make further improvements. These design improvements have been made following detailed consultation with LCC's Inclusive Design Officer and the Club's stakeholder group EDSA – the Everton Disabled Supporters' Association.
- 14.35 Improvements to the proposed development from an inclusivity perspective include:
- Provision of an accessible minibus, as detailed in Section 5.0 of this Planning Statement Addendum, to enhance the accessibility of the stadium on match and major event days;
 - Increase in the size of stadium concourses to provide better facilities for disabled supporters;
 - Increase in number of wheelchair viewing positions;
 - Clarification that there are no revolving doors proposed in the scheme;
 - Increase in depth of corduroy hazard warning tactile paving to increase legibility;
 - Amendments to slopes in the site to reduce the gradient and removal of feathered edges to seating;
 - Ensuring that the provision of accessible parking exceeds the proportions required;
 - Provision of second hand rails in stairs which serve the shop, family area and areas of public realm;
 - Relocation of lifts and escalators to improve vertical circulation;
 - Redistribution of toilet facilities within the revised scheme and provision of accessible toilets to exceed the required 1:15 ratio; and
 - Provision of seating areas within the West Terrace which incorporate seating spaces suitable for wheelchair users and provision of lift access to the top of the West Terrace.

SUMMARY

- 14.36 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. The following diagram provides a summary of the key benefits of The People's Project in the context of the three key pillars of sustainable development which are embedded in the NPPF.

Public Benefits

Figure 14.4: Summary of The People’s Project Public Benefits



Source: CBRE

Delivering on the UN Sustainable Development Goals (SDGs)

14.37 The substantial public benefits and scale of The People’s Project extend to a regional and national level of significance. There are clear benefits that permeate across the social, economic and environmental pillars of sustainability and which could support national and international goals for sustainable development. On this basis, Figure 14.11 of the

Public Benefits

December 2019 Planning Statement provides an assessment of how the project, based on the wide ranging benefits of the proposals, will contribute to supporting the delivery of the UN SDGs. The principles as established in Figure 14.11 of the December 2019 Planning Statement remain relevant following the design amendments detailed as part of this addendum; however, the updated economic and social value figures reported in this section replace those referenced in Figure 14.11 of the 2019 Planning Statement.

15.0 Weighing the harm and benefits

- 15.1 The following section updates the weighing exercise as set out in the 2019 Planning Statement and considers the changes to the assessed levels of heritage harm (Section 13.0 of this Planning Statement Addendum) and updated public benefits (Section 14.0 of this Planning Statement Addendum) and how this affects the conclusions of the weighing exercise.

NPPF ASSESSMENT

- 15.2 In relation to Grade II listed buildings, substantial harm to, or loss of, such assets should be 'exceptional' (para. 194(a)). In relation to assets of highest significance, including World Heritage Sites, substantial harm to such assets should be 'wholly exceptional' (para. 194(b)).
- 15.3 Paragraph 195 of the NPPF states that:
- Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:*
- a) the nature of the heritage asset prevents all reasonable uses of the site; and*
 - b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and*
 - c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and*
 - d) the harm or loss is outweighed by the benefit of bringing the site back into use.*
- 15.4 As identified in Section 13.0 of this Planning Statement Addendum, which summarises the findings of the updated Heritage Statement prepared by KM Heritage, the harm to the Grade II listed Bramley-Moore Dock retaining walls, the Stanley Dock Conservation Area and the World Heritage Site arising from the application proposal is assessed to constitute 'substantial harm' and therefore paragraphs 194(a & b) and 195 of the NPPF are engaged.
- 15.5 The Heritage Statement does however also conclude that the proposed development will cause less than substantial harm to a number of other designated heritage assets. As such, paragraph 196 of the NPPF is also engaged, which requires the harm to be weighed against the public benefits of the proposal, including securing its optimum viable use where appropriate.
- 15.6 Therefore, it is necessary in weighing the assessed harm against the benefits to address the following key points arising from the relevant 'engaged' NPPF paragraphs:
- That the substantial harm is **necessary** (NPPF para. 195);
 - That the substantial harm to designated heritage assets is **wholly exceptional** (NPPF para. 194(b)); and
 - That the substantial public benefits **outweigh** the harm (NPPF para. 195 & 196).
- 15.7 The overarching assessment is therefore set out below.

Weighing the harm and benefits

NECESSARY & WHOLLY EXCEPTIONAL

- 15.8 CBRE determines that there are two robust reasons why the substantial harm to designated heritage assets identified in submitted Heritage Statement is necessary and wholly exceptional:
1. The Club must move from its existing long-standing home at Goodison Park given the acknowledged significant physical, operational and financial constraints; and
 2. A comprehensive Alternative Sites Assessment ('ASA') exercise has identified there to be no feasible, practical or realistic alternative sites to accommodate a new stadium for the Club within a defined area of search.
- 15.9 Whilst both reasons are covered in detail within this Planning Statement Addendum and the December 2019 Planning Statement, as well as within supporting documents for the wider planning application submission and addendum, a summary is provided below.

1. Goodison Park

- 15.10 In relation to the first justification point, as summarised in Section 4.0 of the 2019 Planning Statement, there are many significant reasons why the existing Goodison Park stadium is no longer appropriate for the Club, including:
- Insufficient capacity: current demand requires more than 50,000 seats;
 - Inadequate viewing experience: including poor sightlines, obstructed view of the pitch, narrow terrace widths, poor quality seats and lack of comfort;
 - Accessibility issues: issues relating to disabled access and seating, lack of dedicated facilities, poor quality and access to facilities, insufficient Information Communications Technology; constrained physical surroundings and inadequate team and players' facilities; and
 - Commercial limitations: the Club's Business Plan and sporting ambition to be competitive at the elite level of the English Premier League and European Club competitions mean that changes are required to the existing facilities, including corporate hospitality, retail, food & beverage offer and media.
- 15.11 Goodison Park is within a tight urban setting. Redevelopment or expansion of the existing stadium would require the purchase of properties and would involve significant site assembly issues.
- 15.12 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.
- 15.13 Ultimately it has been accepted through the Kirkby Inquiry that incremental (individual stand renovation) or complete redevelopment cannot be physically or viably achieved at Goodison Park. Whilst it remains the Club's home, it is not fit for purpose in the 21st century in a global football industry which has and continues to rapidly commercialise. The Club needs to move or risk moving further behind the domestic and European elite teams.
- 15.14 Overall, therefore, the need for the Club to leave Goodison is wholly justified and is necessary in the context of NPPF.

Weighing the harm and benefits

2. Alternative Sites Assessment

- 15.15 The updated Alternative Sites Assessment ('ASA') submitted with the planning application addendum is crucial in demonstrating that the assessed 'substantial' harm to designated heritage assets is necessary and constitutes wholly exceptional circumstances (i.e. a lack of an alternative site to accommodate the proposed development).
- 15.16 In recognition of the importance of this assessment to the overall planning balance exercise, the applicant has undertaken extensive pre-application consultation with Liverpool City Council and Historic England to underpin the assessment methodology and agree, in principle, a defined area of search for the ASA. The ASA methodology has been undertaken on the following basis:
- **Area of Search:** it was agreed, without prejudice, that the area of search for the ASA would extend beyond what is considered to be a robust and reasonable area of search ('Extended North Liverpool area') to include South Liverpool and the entire LCC administrative area, to ensure that all sites across LCC and in South Sefton are considered as part of the ASA, following discussions with Historic England.
 - **Site Identification:** sites were identified through consultation with Officers from LCC and Sefton MBC, a review of existing and emerging policy allocations and sites promoted through the development plan, a review of previous site searches conducted by the Club and a primary search using Land Insight software. A site size threshold of 7.2ha was used in the ASA submitted as part of this addendum to identify sites which are the minimum size which could accommodate a 50,000+ capacity stadium and ancillary facilities, to reflect the stadium proposed at BMD.
 - **Site Assessment Criteria:** each site identified was assessed against key planning considerations including site context, planning policy and allocation, statutory designations, strategic and regeneration context, planning history, development status, landowner / developer aspirations (where known), accessibility, other development issues and alignment with the Club's requirements.
- The site conclusions form a summary assessment that qualitatively and holistically considers each site against BMD and concludes whether each site is a feasible, practical or realistic alternative for a stadium development, based on the key principles of the Brighton and Hove Albion call-in decision including⁹:
- Is the site large enough for the proposed stadium and parking?
 - Are there any overriding site-specific planning issues?
 - Is site acquisition a realistic proposition (is the site available)?
 - Can the stadium be built without incurring unaffordable development costs on the site?
 - Is the site accessible by sustainable modes of transport?
 - Would there be any unacceptable environmental or visual impacts?
- 15.17 The updated ASA identified 51 sites (excluding BMD) which were assessed based on the above methodology. The ASA robustly concludes that there are no alternative (realistic, practical or feasible) sites that could accommodate the requirements of Everton's new

⁹ Land North of Village Way, Falmer, Application No's BH2001/02418/FP, LW/02/1595, BH2003/02449/FP, LW/03/1618 - Secretary of State Final Decision 23rd July 2007

Weighing the harm and benefits

stadium, either within an Extended North Liverpool catchment or a wider LCC authority area.

- 15.18 Accordingly the ASA, prepared using a robust methodology and comprehensive assessment, has clearly demonstrated that the assessed 'substantial harm' to designated heritage assets is necessary as there is simply no other realistic, practical or feasible alternative site to accommodate the proposed stadium development.
- 15.19 This lack of an alternative site, allied to the pressing need to relocate from Goodison Park constitutes a 'wholly exceptional' justification in accordance with the NPPF (paragraph 194).
- 15.20 Therefore, in isolation of the significant public benefits of the application proposal (and cumulatively with the Goodison Park Legacy Project benefits), the requirement of NPPF paragraph 194(a & b), for substantial harm to Grade II listed buildings to be exceptional, and for substantial harm to World Heritage Sites to be wholly exceptional, has been robustly demonstrated in this instance.

WEIGHING EXERCISE

- 15.21 Having conclusively demonstrated that the substantial harm to designated heritage assets is wholly exceptional and necessary, the following considers whether the substantial harm to designated heritage assets is necessary to achieve substantial public benefits (NPPF para. 195); this is accordingly the 'weighing' exercise¹⁰.

Definition of Public Benefits

- 15.22 Planning Practice Guidance (PPG) defines 'public benefits' as anything which delivers economic, social or environmental objectives and should flow from the proposed development. PPG states that such benefits should be of a nature or scale to be of benefit to the public at large i.e. not just a private benefit; however, they do not always have to be visible or accessible to the public in order to be a genuine public benefit. Examples include removing risks to a heritage asset, securing the optimum viable use of a heritage asset or sustaining or enhancing the significance of a heritage asset (para 020 Reference ID: 18a-020-20190723).

Public Benefits

- 15.23 Section 14.0 of the December 2019 Planning Statement (as updated in this Planning Statement Addendum) presents, in significant detail, the wider public benefits associated with The People's Project, including those associated with the environment, social value, the economy, heritage assets and equality / diversity, which can all be considered 'public benefits' in the sense that they do not serve a private benefit.
- 15.24 The socio-economic benefits of the application will have a far-reaching geographical impact, extending beyond the LCC administrative boundary to benefit the City Region and North West. The benefits are particularly transformative 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 (application site is located within the Kirkdale ward; Goodison Park is located within the County ward). This is of particular importance given the recent economic downturn and extensive recovery required as a result of the global

¹⁰ Consideration of points a – d of NPPF paragraph 195, as an alternative to the 'weighing' exercise, is not considered relevant to the proposed development.

Weighing the harm and benefits

pandemic of Covid-19, which has transformed the context in which this application is to be determined.

- 15.25 The 2019 Planning Statement and this Addendum, alongside the reports which accompany the application, 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 (including the Goodison Park Legacy Project), represents a generational opportunity to invest in, and transform, North Liverpool.
- 15.26 Therefore, it is concluded that the public benefits outweigh the assessed substantial heritage harm to the BMD dock walls, Stanley Dock Conservation Area and the World Heritage Site; and the less than substantial harm to other heritage assets on a clear and convincing basis, as per paragraphs 194-196 of the NPPF.

16.0 Other Planning Considerations

- 16.1 The following section provides updates, where relevant, to Section 16.0 'Other Planning Considerations' as reported in the December 2019 Planning Statement. Where no updates are provided in this Addendum the information provided in December 2019 remains relevant and therefore this section should be read alongside the original Planning Statement.

1. PRINCIPLE OF DEVELOPMENT

Liverpool Waters

- 16.2 In terms of conformity with the Liverpool Waters permission (latest non-material amendment reference 20NM/1801 currently pending determination), the proposed stadium is not an approved use and does not comply with the approved parameter plans in terms of extent or height. The approved maximum height for building plots within BMD as part of the Liverpool Waters permission was 38m; therefore, the revised stadium maximum height of 44.75m high exceeds the maximum approved height by only 6.75m.

2. DESIGN

Townscape & Visual Impact

- 16.3 The conclusions of the Townscape & Visual Impact Assessment as reported in the December 2019 Planning Statement (Section 16.0) remain unchanged. However, it should be noted that the height of the stadium has been reduced since application reference 20F/0001 was submitted.
- 16.4 The Council defines mid-rise buildings as those that are considered tall in the context of relatively low or medium density areas. In parts of Liverpool this includes buildings of 7-15 storeys, based on 3m floor to floor heights. High-rise buildings are those of 15 storeys (45m) or higher (WHS SPD, para. 4.6.3). At 44.75m high, the proposed stadium building is therefore now considered mid-rise.

Daylight, Sunlight and Overshadowing

- 16.5 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 and has considered the impact on both existing residents in the local area and also potential future residents associated with the approved Liverpool Waters development at Nelson Dock.
- 16.6 Emerging Local Plan Policy UD2 requires development proposals to demonstrate the establishment of sufficient sunlight and daylight. In accordance with these policies, an updated Daylight, Sunlight & Overshadowing assessment has been carried out and is reported in ES Chapter 15 (Volume II).
- 16.7 The assessment concludes that the residual impacts of the completed development upon both daylight and sunlight levels are considered negligible to minor in magnitude and are therefore not significant in EIA terms.

Lighting

- 16.8 A lighting assessment has been carried out to understand the impact of the proposed lighting upon existing and future receptors and to ensure that light spillage is minimised, in accordance with UDP Policy HD28 and the NPPF (para. 180).

Other Planning Considerations

- 16.9 As well as amenity impacts, a key consideration is that the lighting provision is the minimum required for operational and safety reasons.
- 16.10 The Lighting ES Chapter (Chapter 16) identifies several mitigation measures to reduce the potential for adverse effects associated with lighting. For the construction period this includes angling lights to point into the site, switching lights off outside of working hours and using LED energy efficient lights. These measures can be secured via a Construction Environmental Management Plan (CEMP). During operation, the lighting impacts will be mitigated through adherence to a curfew, with lights closest to the committed development at Nelson Dock (Liverpool Waters) on the East Quay being switched off after 11pm.
- 16.11 Following the implementation of these mitigation measures, the residual lighting impacts are expected to be negligible during the operation of the stadium development.

3. OTHER ENVIRONMENTAL EFFECTS

- 16.12 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, where updates are applicable following the December 2019 submission.

Transport

- 16.13 A key change to the previously submitted scheme (December 2019) has been the introduction of a proposed free of charge shuttle service to the stadium for disabled supporters from Sandhills Station and another service connecting to off-site car parking at Stanley Park. This provision has been proposed following discussions with the Council's Inclusive Design Officer and the Everton Disabled Supporters' Association (EDSA).
- 16.14 Other changes include amendments to the existing cycle lane on Regent Road, adjacent to the site boundary, in order to respond to comments from Officers in relation to highways, cycling and inclusive design.
- 16.15 The extent of an area of proposed match day and major event day parking restrictions has been increased in order to address comments received from the Council's Parking Service team.
- 16.16 The updated Transport Assessment (Appendix 7.1, Volume 3) considers the updated proposals against national and local planning policy. The Transport Assessment concludes that the application proposal is acceptable in transport planning terms, having regard to the statutory development plan and other material considerations.

Archaeology

- 16.17 Following submission of planning application reference 20F/0001, further assessment has been carried out in relation to archaeology. A Building Survey and Evaluation Report has been produced, which is submitted as part of this Addendum (Appendix 19.2, ES Volume 3).
- 16.18 This assessment has been produced following consultation with the Merseyside Environmental Advisory Service (MEAS). A Written Scheme of Investigation (WSI) and associated archaeological fieldwork has also been undertaken.

Other Planning Considerations

- 16.19 The recommendations made in the Desk Based Assessment to excavate areas of the site have been followed as part of this phase of works but some areas did not appear to encounter the targeted structures. There were also access issues associated with two areas of the site. As such there may be further excavation requirements for five areas of the site. This is to be confirmed with MEAS during further consultation regarding the scope of works and findings, which is ongoing.

Ecology

- 16.20 The NPPF requires planning decisions to contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity (para. 170). Furthermore, opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially where this can secure measurable net gains for biodiversity (para. 175).
- 16.21 This requirement is detailed in the emerging Local Plan, which states that the Council will support development proposals which achieve net environmental gains, for example net gains in biodiversity (Policy STP2).
- 16.22 Following submission of the application in December 2019 a Biodiversity Net Gain Report has been prepared and is submitted as part of this addendum to the application.
- 16.23 The assessment finds that the majority of pre-development non-linear habitats will be lost to the proposed development. Based on the development proposals, it is predicted that the proposed development will achieve a net loss of 14.52 units, which represents 83.5% loss for biodiversity.
- 16.24 The required quantum of net gain in biodiversity is not as yet established in any national or local policy and so it is proposed that a required scheme to provide the appropriate net gains in biodiversity will be addressed through a suitably worded planning condition.

Wind

- 16.25 Emerging Local Plan Policy UD5 lists a series of criteria for new development proposals, including that micro-climate issues have been considered.
- 16.26 In accordance with this emerging policy, an updated wind assessment has been undertaken using Computational Fluid Dynamics (CFD) modelling. The results of this modelling are reported in Chapter 14 of ES Volume II.
- 16.27 Design interventions have been included in the updated design in order to mitigate areas of unsafe winds. This includes the proposed West Terrace adjoining the west stand of the stadium, tree planting and soft landscaping and the proposed wind baffles. As part of the design update the larger wind baffle structures which were attached to the stadium at the south-eastern and south-western corners have been removed as they are no longer required in these locations.
- 16.28 Additional mitigation measures include the establishment of a robust monitoring process to monitor wind conditions. This will be used to trigger restrictions to public access to some amenity spaces around the site in high wind speed conditions. With this system in place, the terrace level amenity areas within the stadium and the ground level amenity space to the west of the stadium will only be accessible when wind conditions are safe and suitable.
- 16.29 As such, the wind conditions at the site have been taken into account from an early stage in the design process, with design interventions and additional management measures proposed to mitigate the adverse wind impacts identified.

Other Planning Considerations

4. OVERALL COMPLIANCE WITH THE STATUTORY DEVELOPMENT PLAN

- 16.30 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.
- 16.31 Appendix 2 of this Planning Statement Addendum provides updates to the same Appendix to the 2019 Planning Statement, which assessed the proposed development against relevant policies of the statutory development plan. Appendix 2 to the 2019 Planning Statement demonstrated that there are twelve UDP policies which the proposed development does not fully comply with. This list of policies is unchanged by this Planning Statement Addendum.
- 16.32 These policies are:
- **GEN2:** Open Environment
 - **GEN3:** Heritage and Design in the Built Environment
 - **E3:** Port Development
 - **E9:** Leisure Development
 - **HD4:** Alterations to Listed Buildings
 - **HD5:** Development Affecting the setting of a Listed Building
 - **HD8:** Preservation and Enhancement of Conservation Area
 - **HD9:** Demolition of Buildings in Conservation Areas
 - **HD11:** New Development in Conservation Areas
 - **HD18:** General Design Requirements
 - **S12:** Out-of-Centre Retailing
 - **C7:** The Football Clubs
- 16.33 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.

17.0 Summary Conclusions

- 17.1 This section replaces that of the 2019 Planning Statement (Section 17.0).
- 17.2 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.
- 17.3 Appendix 2 and Section 16.0 of the 2019 Planning Statement and this Planning Statement Addendum have demonstrated that the proposed development complies with a wide range of relevant policies of the UDP. There are, however, twelve policies where there is either non-compliance or partial non-compliance. Many of these relate to heritage considerations, and it is acknowledged that these are particularly important for the purposes of this case. Although considered to be a finely balanced judgement, it is concluded that overall there is non-compliance with the development plan when taken as a whole.
- 17.4 However, there are two key considerations which apply. First, many of the policies of the UDP are out-dated, especially in terms of not complying or not fully complying with the NPPF. This reduces the weight that should be given to the identified non-compliance in the overall planning balance. Second, it is contended, for the reasons stated, that the very substantial planning benefits which will arise as a result of the proposed development decisively outweigh the extent of non-compliance, therefore enabling the grant of planning permission in accordance with section 38(6).
- 17.5 In terms of material considerations to be factored into the decision-taking, 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.
- 17.6 The most important policies for the determination of the proposed development relate to heritage assets, as the site is located within the Liverpool Maritime Mercantile City World Heritage Site (WHS), within the Stanley Dock Conservation Area, contains several Grade II listed assets and is within an area containing numerous listed buildings.
- 17.7 As detailed in Section 15.0 of the 2019 Planning Statement, the heritage policies of the statutory development plan (UDP, 2002) can only be given limited weight and are considered out-of-date due to their lack of consistency with the NPPF and absence of policies regarding the WHS. Although the Council published the World Heritage Site Supplementary Planning Document in 2009, this is noted as being interim guidance (para. 1.5.7) which also predates the NPPF and does not include the 'weighing' exercise between heritage harm and public benefits.
- 17.8 Furthermore, the site allocation policy (UDP Policy E3) relating to Port use of BMD is considered out-of-date, as noted in the Liverpool Waters Committee Report (application reference 10O/2424).
- 17.9 Therefore, CBRE concludes on the basis of the above that paragraph 11d of the NPPF is engaged.

Summary Conclusions

HERITAGE CONSIDERATIONS

17.10 The following summarises the appraisal of the proposed development against NPPF policies which protect areas / assets of particular importance (para. 11d(i)), which is detailed in Sections 13.0 to 15.0 of the 2019 Planning Statement and this Addendum:

- **Heritage considerations:** The updated Heritage Statement and Heritage Impact Assessment consider the impact of the proposed development upon the identified heritage assets, taking account of the various mitigation measures inherent in the design. The assessments have identified that the proposed development will result in substantial harm to the Outstanding Universal Value of the World Heritage Site, the Grade II listed BMD retaining walls and the Stanley Dock Conservation Area. It is anticipated that the proposed development will result in less than substantial harm to the Grade II listed Regent Road Dock Wall and the setting of the Grade II listed Hydraulic Engine House.
- **The Need to Move:** The requirement for Everton to develop a new stadium is long-standing and the search for an alternative site began over twenty years ago. The significant constraints of Goodison Park include:
 - Its limited capacity;
 - Inadequate viewing experience;
 - Accessibility issues;
 - Insufficient facilities; and
 - Commercial limitations in an increasingly competitive environment.

Ultimately it has been accepted through the Kirkby Public Inquiry¹¹ that incremental (individual stand renovation) or complete redevelopment cannot be physically or viably achieved at Goodison Park. Whilst it remains the Club's home, it is not fit for purpose in the 21st century in a global football industry which has and continues to rapidly commercialise. The Club needs to move or risk falling further behind the domestic and European elite teams and sporting brands.

Overall, therefore, the need for the Club to leave Goodison Park is wholly justified and is necessary in the context of NPPF.

- **Lack of a feasible, practical or realistic alternative site:** As detailed in Section 4.0 of the 2019 Planning Statement, the Planning Statement Addendum and the updated Alternative Sites Assessment, the redevelopment or expansion of Goodison Park is not considered an option.

Section 15.0 of the 2019 Planning Statement (and as updated in this Addendum) details that following an extensive site search and appraisal of potential sites, reported in the CBRE Alternative Sites Assessment, there are no alternative sites to BMD which could accommodate the requirements of Everton's new stadium, either within the Extended North Liverpool catchment or the wider LCC authority area. For various reasons, none of the 51 sites (excluding BMD) assessed are considered to be feasible, practical or realistic options for a new stadium development.

In accordance with paragraph 194 of the NPPF, substantial harm to the Grade II listed assets and the Outstanding Universal Value of the WHS has been demonstrated to be wholly exceptional. Paragraph 195 of the NPPF requires substantial harm to be necessary.

¹¹ Appeal reference: APP/V4305/V/08/1203375, application reference: 08/00001/HYB

Summary Conclusions

It is considered that the updated Alternative Sites Assessment and Planning Statement (including this Addendum) have demonstrated that the proposed development meets both policy tests.

- **Public Benefits:** Section 14.0 of the 2019 Planning Statement (and as updated in this Addendum) 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'.

The updated Heritage Statement acknowledges that the proposed restoration of the Grade II listed Hydraulic Engine House to allow for its viable future use is a considerable public benefit.

The 2019 Planning Statement and this Addendum have 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 impact should be considered in light of the current economic background which has drastically changed since submission of the application in 2019, due to the ongoing global Covid-19 pandemic.

The 2019 Planning Statement (including this Addendum), 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 SRF 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.

- **Weighing exercise:** On the basis of the above, it is concluded that the significant public benefits outweigh the heritage harm (substantial and less than substantial) associated with the proposed development, in accordance with paragraphs 195 and 196 of the NPPF.

OTHER CONSIDERATIONS

- 17.11 Paragraph 11d(ii) of the NPPF requires consideration of the adverse impacts of the development to understand whether such impacts demonstrably outweigh the benefits.

Liverpool Waters

- 17.12 As detailed in Section 16.0 of the 2019 Planning Statement, the proposed development does not undermine the approved Liverpool Waters scheme from being delivered. The assumptions made in the submitted technical assessments have been the removal of the approved development from within BMD itself and minor reductions to the development blocks within Nelson Dock.
- 17.13 Section 16.0 of the 2019 Planning Statement has demonstrated that the proposed development will not have an adverse impact on the authority's ability to meet national requirements regarding housing delivery, as the amount of development which could have

Summary Conclusions

been accommodated on BMD under the Liverpool Waters permission will be redistributed elsewhere within the Northern Docks neighbourhood.

Environmental Impacts

- 17.14 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.
- 17.15 Where an adverse impact has been identified, a series of mitigation measures have been proposed to reduce the impact.

Design

- 17.16 As demonstrated in the submitted Design & Access Statement and associated Addendum, the proposed design has evolved as a result of consultation, including extensive engagement with LCC and HE. The design of the proposed stadium and public realm are of a high quality and are a direct response to the location of the site within the WHS and SDCA, as well as in response to the listed heritage assets located within the site and in the surrounding area.
- 17.17 As detailed in Section 13.0 of the 2019 Planning Statement and this Addendum, the design approach has sought to mitigate harm to heritage assets through consideration of the following:
 - Incorporation of a water channel into the proposed site layout;
 - Scale of the stadium building;
 - Massing of the stadium building;
 - Materiality;
 - Sensitive design of openings through Regent Road; and
 - Public realm design.
- 17.18 As demonstrated in Section 16.0 of the 2019 Planning Statement and this Addendum, the proposed design has had appropriate regard to Townscape & Visual impact; Daylight, Sunlight & Overshadowing impact; crime / anti-social behaviour / anti-terrorism; crowd control; and lighting.
- 17.19 The design changes which have been made since submission of the application in 2019 are considered to be significant improvements and have been made as a direct response to consultee comments received during the consultation period for application reference 20F/0001.

Public Consultation

- 17.20 Prior to submission of the application, the applicant 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.
- 17.21 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.

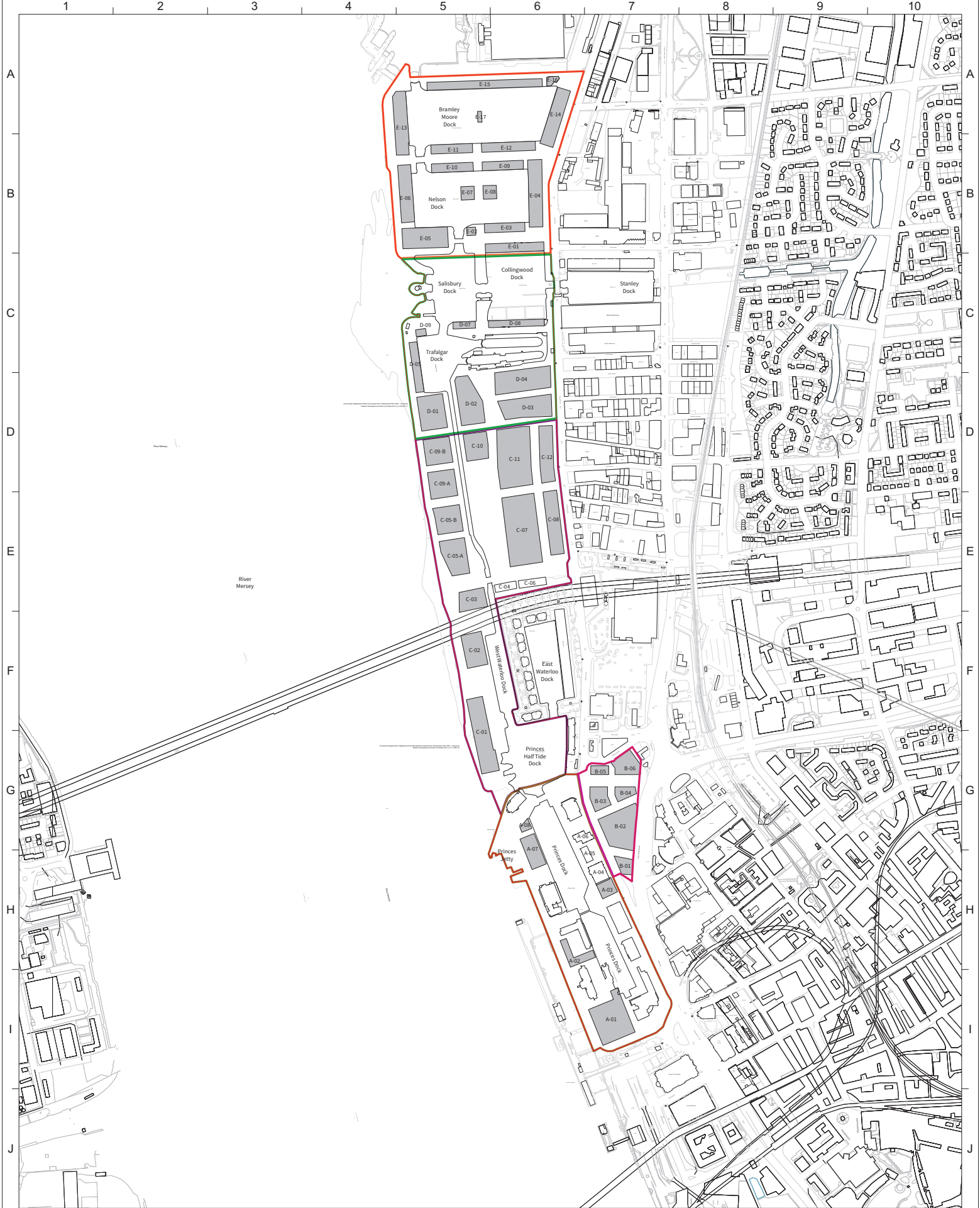
Summary Conclusions

- 17.22 When asked, 96% of respondents to the second stage public consultation favoured the continuation of The People's Project, compared to 1% who favoured the dock being left in its current state.
- 17.23 The results of the consultation demonstrated the significant and ongoing support for The People's Project as a whole.
- 17.24 The Club has continued to update the public in relation to the design changes which have taken place since submission of the application in 2019.

SUMMARY

- 17.25 As established in legislation, the application must be determined in accordance with the statutory development plan unless material considerations indicate otherwise. Appendix 2 and Section 16.0 of the 2019 Planning Statement and this Planning Statement Addendum have demonstrated that the proposed development complies with a wide range of relevant policies of the UDP. There are, however, twelve policies where there is either non-compliance or partial non-compliance. Many of these relate to heritage considerations, and it is acknowledged that these are particularly important for the purposes of this case. Although considered to be a finely balanced judgement, it is concluded that overall there is non-compliance with the development plan when taken as a whole.
- 17.26 However, there are two key considerations which apply. First, many of the policies of the UDP are out-dated, especially in terms of not complying or not fully complying with the NPPF. This reduces the weight that should be given to the identified non-compliance in the overall planning balance. Second, it is contended, for the reasons stated, that the very substantial planning benefits which will arise as a result of the proposed development decisively outweigh the extent of non-compliance, therefore enabling the grant of planning permission in accordance with section 38(6).
- 17.27 Despite the acknowledgement that the proposed development will result in heritage harm (including instances of both substantial and less than substantial harm), in accordance with paragraph 11d(i) of the NPPF, the application of Framework policies regarding the conservation and enhancement of the historic environment do not provide a 'clear reason' for refusing the development.
- 17.28 It is also concluded that there are no adverse impacts which would significantly and demonstrably outweigh the identified benefits (paragraph 11d(ii)).
- 17.29 Therefore, planning permission may be granted in accordance with Section 38(6) of the Planning and Compulsory Purchase Act (2004). Further, the presumption in favour of sustainable development arises, and is not outweighed by any adverse impacts. Accordingly, the applicant invites Liverpool City Council's positive determination of the planning application.
- 17.30 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 – LIVERPOOL WATERS PARAMETERS PLAN



- Liverpool Waters Outline Application Redline Boundary
- Princes Dock (Neighbourhood A)
- King Edward Triangle (Neighbourhood B)
- Central Docks (Neighbourhood C)
- Clarence Docks (Neighbourhood D)
- Northern Docks (Neighbourhood E)
- Development Plots
- 'Commenced' Standalone Applications

NOTE: The consented outline planning permission red line, neighbourhood boundaries and development plots have been traced from the original parameter plans PDFs in lieu of appropriate DWG information



10	25.04.19	For Planning	CH	PS
09	09.04.19	For Comment	CH	ALC
08	04.04.19	For Comment	CH	ALC
07	02.04.19	For Comment	CH	ALC
06	12.03.19	Planning	CH	ALC
05	25.09.18	For Comment	CH	ALC
04	21.09.18	For Comment	CH	ALC
03	30.08.18	For Comment	CH	ALC
02	20.08.18	For Comment	CH	ALC
01	13.08.18	For Comment	CH	ALC
00	19.07.18	For Comment	CH	ALC

Issue	Date	Status	Drawn	Approved
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Client	Peel Holdings
Project	Liverpool Waters
Dwg Title	Parameter Plan 005 Liverpool Waters Development Plots
Created on	25.04.19
Created by	CH
Approved by	PS
Scale	Size
1:7500	A3
Dwg No.	1868-VW-005
Issue No.	10

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NOTE:
1. Do not scale from this drawing.
2. All dimensions are in millimetres unless otherwise stated.
3. All setting out, levels and dimensions to be agreed on site.
4. The dimensions of all materials must be checked on site before being laid out.
5. This drawing should be read with the relevant specification clauses and detail drawings.
6. Order of construction and setting out to be agreed on site.

APPENDIX 2 - STATUTORY DEVELOPMENT PLAN COMPLIANCE ASSESSMENT

COMPLIANCE WITH THE UNITARY DEVELOPMENT PLAN (ADOPTED 2002)

The following table updates Appendix 2 of the Planning Statement (December 2019) which accompanied the original planning application. Where a policy is not updated in the table below this is because there are no changes to the text provided in the 2019 version of the Planning Statement.

UDP POLICY	RELEVANT TO PROPOSED DEVELOPMENT (Y / N)	COMPLIANT (Y / N)	EXPLANATION
<p>GEN2 Open Environment</p> <p>The Plan aims to protect and enhance a network of open space throughout the City, with emphasis placed on the following:</p> <ul style="list-style-type: none"> i. protecting the City's strategic open land (Green Belt and Green Wedges) from inappropriate development; ii. protecting areas of intrinsic landscape value; iii. protecting ecologically important sites in the City; iv. protecting the City's undeveloped coastal zone; v. enhancing open areas with potential for the development of countryside environments and pursuing opportunities to fulfil this potential; vi. protecting open space for recreational use and maintaining the standards of provision set out in the Plan, whilst recognising that the nature of recreational activity may change; vii. designating a hierarchy of public open space to ensure that there is a convenient and accessible network of quality open space for all residents of the City; viii. protecting and enhancing the recreational, ecological and amenity value of green space in the City; ix. encouraging community involvement and promoting educational opportunities in the protection and management of the open environment in the City; x. protecting and improving linear recreation routes through the City; and xi. protecting and enhancing the landscape, heritage and wildlife value of the water courses in the City. 	Y	N	<ul style="list-style-type: none"> i. n/a; ii. n/a; iii. The submitted Ecology Assessments and Environmental Statement Chapters regarding Ecology (12, 13 and 22) have identified that there are no significant adverse impacts on ecological designations as a result of the proposed development. Appropriate mitigation has been proposed for the impact of the proposed development upon terrestrial ecology; iv. n/a; v. n/a; vi. n/a; vii. The proposed development includes extensive public realm around the site which will be accessible throughout the year, opening up a currently inaccessible part of the city for visitors, eventually linking to the city centre through the Liverpool Waters development, once built; viii. n/a; ix. n/a; x. The proposed development includes provision for a River Walk, which will connect the proposed development to Liverpool Waters to the south, once developed, and provide a connection to the city centre; and

			<p>xi. The proposed development is anticipated to result in substantial harm to the World Heritage Site, Stanley Dock Conservation Area and Grade II listed Bramley-Moore Dock walls, primarily due to the infill of an existing waterspace. Therefore, the proposed development does not fully comply with this aspect of the policy. To mitigate the impact of the proposed development upon heritage assets a water channel will be created between Sandon Half-Tide Dock to the north and Nelson Dock to the south. Although this will be non-navigable (due to an existing isolation structure between Nelson Dock and BMD and a proposed isolation structure between BMD and Sandon Half-Tide Dock), the water channel will ensure visual and hydrological connectivity between the docks.</p> <p>Therefore, as the proposed development does not comply with part (xi) of this policy, it is not wholly compliant with this policy of the UDP.</p>
<p>GEN3 Heritage and Design in the Built Environment</p> <p>The Plan aims to protect and enhance the built environment of the City by:</p> <ul style="list-style-type: none"> i. preserving and enhancing historically and architecturally important buildings and areas and, where appropriate, improving them through the leveraging of available funds; ii. encouraging a high standard of design and landscaping in developments; iii. improving accessibility for people with mobility and sensory impairments; and iv. creating an attractive environment which is safe and secure both day and night. 	Y	N	<ul style="list-style-type: none"> i. The submitted Heritage Assessment concludes that the proposed development will result in substantial harm to the Outstanding Universal Value of the World Heritage Site, Grade II listed BMD retaining walls and the Stanley Dock Conservation Area, therefore not complying with this element of the policy. There will also be less than substantial harm upon the setting of the Grade II Hydraulic Engine House and the Grade II listed Regent Road Dock Wall; ii. It is considered that the proposed buildings and landscaping are of a high standard of design which responds well to the surrounding area and is the result of extensive pre-application consultation with Liverpool City Council (LCC) and Historic England (HE); iii. The proposed development will open up a currently inaccessible part of the WHS and allow public access throughout the year. Access will be inclusive for those with mobility and sensory impairments; and iv. The proposed development will create an attractive environment with a sensitive lighting strategy and in-built security features, ensuring it is safe and secure during both day and night time. <p>Therefore, as the proposed development does not comply with part (i) of this policy, it is not wholly compliant with this policy of the UDP.</p>

<p>GEN6 Transportation</p> <p>The Plan aims to provide a balanced provision of transport infrastructure which:</p> <ul style="list-style-type: none"> i. provides access to employment, leisure, retail and other facilities for all of the City's residents; ii. meets the transport needs of people who are economically and socially disadvantaged; iii. allows for the safe, efficient and easy movement of goods into and throughout the City, in order to help secure the regeneration of the local economy; iv. protects & enhances the environment through reducing the reliance on the private car. v. promotes, in conjunction with the Passenger Transport Authority, investment in the public transport network and associated facilities; vi. improves facilities for cyclists and pedestrians; vii. provides a framework for investment in the efficiency of the road system; and viii. reduces the availability of car parking facilities which would attract car borne commuters. 	Y	Y	<ul style="list-style-type: none"> i. The implementation of the Match / Major Event Day Transport Strategy will ensure that a modal choice can be provided to all supporters / visitors travelling to the application site and that sustainable modes of transport are attractive and accessible, to reduce the reliance upon private vehicles. The site is also accessible via public transport for non-match / non-event days; ii. The measures proposed through the Match / Major Event Day Transport Strategy will ensure that a high quality public transport service can be accessed, thus ensuring that the site is accessible to people across the authority and City Region without the need to own a car. The site is also accessible via public transport for non-match / non-event days; iii. n/a; iv. See (i) and (ii). In addition, parking restrictions and temporary road closures will further act to reduce reliance on the private car and encourage use of sustainable transport modes. The relocation of Everton from Goodison Park to BMD presents an opportunity for a modal shift to non-car modes given the proximity to Sandhills station, bus links and distance along a direct walking route to the city centre; v. n/a; vi. The Match / Major Event Day Transport Strategy will encourage access via walking. For example, parking restrictions and temporary road closures will limit vehicle access, providing more space for pedestrian movement. Cycle parking provision will be made on site for 152 bicycles. Thirty spaces will be accommodated within a two tier cycle shelter, allocated for staff members to encourage cycling to work. Furthermore, the Council has recently implemented improvements to walking and cycling along Regent Road through the installation of a segregated cycle lane; vii. n/a; and viii. See response to (i), (ii) and (iv). In addition, 160 car parking spaces will be provided on site for a non-match day (149 on the west quay and 11 in the fan plaza), reducing to 85 spaces available on a match day, which in relation to the proposed capacity of the stadium (52,888) means that non-car modes will form a significant part of the travel strategy for visitors to the stadium.
<p>E3 Port Development</p>	Y	N	<p>The proposed development is not a port-related development and the application therefore does not comply with this aspect of the policy.</p>

<p>1. The City Council will support the continued growth and development of both the Port of Liverpool and Garston Port, as major contributors to the local economy and providers of employment to the City's residents, and as significant catalysts to further economic development in the City and sub-region.</p> <p>2. In assessing development proposals within the port areas. the City Council will take into account:</p> <ul style="list-style-type: none"> i. protection of the amenity of existing residential and business users in adjoining areas, particularly in relation to increased traffic generation and environmental quality; ii. impact on potential development sites in adjoining areas; iii. impact on nature conservation and other environmental concerns; iv. design criteria (including standards of materials, site layout, landscaping, pollution control and waste storage) appropriate to the riverside location; and v. impact on the capacity of the highway network. 			<p>However, the Committee Report for the Liverpool Waters outline application (reference 100/2424) identifies that:</p> <ul style="list-style-type: none"> - In relation to Nelson Dock and BMD (referenced as 'Neighbourhood E') this allocation '... is undoubtedly out of date' (pg. 111); and - 'It should be noted that the Port Land allocation of Neighbourhood E no longer forms part of Peel's Mersey Ports Master Plan.' (pg. 112). The Report identifies that the site is physically separated from the operational Seaforth Docks by the Wastewater Treatment Works. <p>This is reiterated in the Peel Ports 'Mersey Ports Master Plan: A 20 year Strategy for Growth' (2011), which shows that BMD is within the Liverpool Waters area, rather than the operational Port.</p> <p>Although the proposed development is not compliant with this policy, it is considered that this policy is out-of-date.</p> <p>The following assesses the proposed development against Part 2 of this policy and demonstrates compliance:</p> <ul style="list-style-type: none"> i. The Environmental Statement demonstrates that where adverse impacts on the amenity of surrounding receptors or traffic have been identified, suitable mitigation measures have been proposed to make the development acceptable in planning terms; ii. See response to (i); iii. See response to (i); iv. The proposed development represents a high quality design, in terms of both building and landscaping, which responds to the riverside location, ensuring that pollution control measures are in place through the Drainage Strategy and that appropriate waste storage is available; and v. The proposed development can be accommodated by the existing transport network and target mode splits can be achieved.
<p>HD11 New Development in Conservation Areas</p> <p>1. Planning permission will not be granted for:</p> <ul style="list-style-type: none"> i. development in a conservation area which fails to preserve or enhance its character; and 	Y	N	<p>The following assesses the proposed development against Part 1 of the policy:</p> <ul style="list-style-type: none"> i. The submitted Heritage Assessment identifies that the proposed development will result in substantial harm to the Stanley Dock Conservation Area; and

<p>ii. applications which are not accompanied by the full information necessary to assess the impact of the proposals on the area, including all details of design, materials and landscaping.</p> <p>2. Proposals for new development will be permitted having regard to the following criteria:</p> <p>i. the development is of a high standard of design and materials, appropriate to their setting and context, which respect the character and appearance of the conservation area;</p> <p>ii. the development pays special attention to conserving the essential elements which combine to give the area its special character and does not introduce changes which would detract from the character or appearance of the area;</p> <p>iii. the proposal protects important views and vistas within, into and out of the conservation area;</p> <p>iv. the proposal does not lead to the loss of open space or landscape features (trees and hedges) important to the character or appearance of the area;</p> <p>v. the development does not generate levels of traffic, parking, noise or environmental problems which would be detrimental to the character or appearance of the area; and</p> <p>vi. the proposal has a satisfactory means of access and provides for car parking in a way which is sympathetic to the appearance of the conservation area.</p>			<p>ii. The Environmental Statement, submitted plans and standalone documents provided contain the full information necessary to assess the impact of the proposals on the area.</p> <p>The following assesses the proposed development against Part 2 of the policy:</p> <p>i. The proposed development is of a high standard of design which has taken account of its setting within the Stanley Dock Conservation Area in terms of building scale / massing and materiality. The design has evolved following extensive consultation with HE and LCC. However, the proposed infill of BMD as part of the proposed development is anticipated to result in substantial harm to the Conservation Area;</p> <p>ii. See response to 2(i);</p> <p>iii. A Townscape & Visual Impact Assessment has been undertaken which identifies moderate and major adverse impacts on townscape character and some viewpoints during the construction phase, albeit these are temporary. During operation of the proposed development, the significant impacts are mostly beneficial, with one instance of major adverse impact;</p> <p>iv. n/a - there are no open space or trees / hedgerows located on site currently;</p> <p>v. The submitted Environmental Statement assesses the potential for the proposed development to result in adverse environmental impacts and proposes mitigation measures where necessary to ensure that development is acceptable in planning terms. There are significant major / moderate adverse noise impacts anticipated to affect a small number of receptors, however these impacts are associated with the match day / event day operations with the stadium — in the period leading up the match / event and the match / event itself - and therefore will not be constant. The submitted Transport Assessment demonstrates that the proposed development can be accommodated by the existing transport network and target mode splits can be achieved; and</p> <p>vi. Car parking and access to the site are considered satisfactory and the site access has been informed by vehicle tracking and crowd modelling.</p>
<p>HD17 Protection of Archaeological Remains</p>	<p>Y</p>	<p>Y</p>	<p>An Archaeological Desk Based Assessment has been carried out and is submitted as part of the planning application. The scope of this assessment has been agreed with the Merseyside Environmental Advisory Service (MEAS).</p>

<p>1. The Council will seek to protect other sites of archaeological importance. Where development is proposed in areas of known or suspected archaeological importance the City Council will require that:</p> <ul style="list-style-type: none"> i. developers have the archaeological implications of their proposals assessed by a recognised archaeological body at an early stage and the results submitted as part of the planning application; ii. important archaeological remains and their settings are permanently preserved in situ; iii. where in situ preservation is not justified and disturbance by development is acceptable in principle, the applicants undertake an agreed programme of mitigation including investigation, excavation and recording before development begins, or as specified in the agreed programme; and iv. conflicts regarding archaeological issues and development pressures are resolved by means of management agreements. <p>2. The City Council will continue to support the Merseyside Sites and Monuments Record held by the National Museum and Galleries on Merseyside, to ensure that archaeological evidence, both above and below ground is properly identified, recorded and protected.</p>			<p>This assessment proposes a series of mitigation measures including sampling / selective excavation, photogrammetric surveys, evaluation trenching and historic building surveys to identify and record heritage assets prior to development commencing.</p> <p>Since submission of the application in December 2019 a Building Survey and Evaluation Report, including Written Scheme of Investigation, have been prepared and associated archaeological fieldwork has been undertaken. Consultation is ongoing with MEAS to understand whether further excavation works are required.</p>
<p>HD18 General Design Requirements</p> <p>When assessing proposals for new development, the City Council will require applications to comply with the following criteria, where appropriate, to ensure a high quality of design:</p> <ul style="list-style-type: none"> i. the scale, density and massing of the proposed development relate well to its locality; ii. the development includes characteristics of local distinctiveness in terms of design, layout and materials; iii. the building lines and layout of the development relate to those of the locality; iv. external boundary and surface treatment is included as part of the development and is of a design and materials which relate well to its surroundings; v. all plant machinery and equipment are provided within the building envelope or at roof level as an integral part of the design; vi. the development pays special attention to views into and out of any adjoining green space, or area of Green Belt; vii. the development has regard to and does not detract from the city's skyline, roofscape and local views within the city; 	Y	N	<p>The submitted Design & Access Statement demonstrates general compliance with such design considerations. In summary:</p> <ul style="list-style-type: none"> i. The proposed scale and massing have been progressed following a review of the context in which the application site is located, including the height of nearby listed buildings in particular; ii. The chosen materiality for the proposed stadium has taken reference from surrounding buildings, including listed buildings within the Stanley Dock Conservation Area, in terms of type of materials, colour and tone of materials; iii. The layout of the proposed development has been shaped by the need to ensure a water channel is kept through the site, creating visual and hydrological continuity through the application site. Other factors which have influenced layout include the proximity of the stadium building to the Grade II listed Hydraulic Engine House and how the footprint of the stadium affects the ability to reveal the Grade II listed Bramley-Moore Dock walls;

<p>viii. the satisfactory development or redevelopment of adjoining land is not prejudiced;</p> <p>ix. there is no severe loss of amenity or privacy to adjacent residents;</p> <p>x. in the case of temporary buildings, the development is of a suitable design and not in a prominent location;</p> <p>xi. adequate arrangements are made for the storage and collection of refuse within the curtilage of the site and the provision of litter bins where appropriate;</p> <p>xii. the exterior of the development incorporates materials to discourage graffiti; and</p> <p>xiii. adequate arrangements are made for pedestrian and vehicular access and for car parking.</p>			<p>iv. The proposed development incorporates significant areas of public realm, the materiality of which seeks to incorporate existing features of the hardscape and proposes the use of new materials which are sensitive to the site context.</p> <p>v. The required plant and machinery have been designed within the building to minimise the visual impact;</p> <p>vi. n/a;</p> <p>vii. A Townscape & Visual Impact Assessment has been undertaken which identifies moderate and major adverse impacts on townscape character and some viewpoints during the construction phase, albeit these are temporary. During operation of the proposed development, the significant impacts are mostly beneficial, with one instance of major adverse impact;</p> <p>viii. This planning application has considered the potential impact of the proposed development on the ability to deliver the approved Liverpool Waters consent, concluding that the proposed stadium does not undermine the delivery of the Liverpool Waters scheme;</p> <p>ix. There are significant major / moderate adverse noise impacts anticipated to affect a small number of receptors, however these impacts are associated with the match day / event day operations with the stadium — in the period leading up the match / event and the match / event itself and therefore will not be constant;</p> <p>x. n/a;</p> <p>xi. An operational waste management strategy has been submitted as part of the planning application to demonstrate that adequate provision for the storage and removal of waste and recyclables has been considered. The proposed development includes the provision of litter bins throughout the public realm areas;</p> <p>xii. The site will be managed by the Club's on-site security and the design provides overlooking around the site to deter such instances of crime / damage. Specific materials have not been incorporated at this stage; and</p> <p>xiii. As demonstrated through the Transport Assessment, vehicle tracking and crowd modelling, adequate arrangements have been made for pedestrian and vehicular access and car parking on site.</p>
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			Due to instances of adverse impacts in terms of townscape / viewpoints and noise and the lack of anti-graffiti measures this stage, the proposed development does not fully comply with Policy HD18.
<p>HD19 Access for All</p> <p>1. In accordance with its equal opportunities policy, and in order to achieve a fully accessible environment for everyone, the City Council will ensure that:</p> <ul style="list-style-type: none"> i. all new non-residential development proposals provide suitable provision for disabled people, both as employees and customers; ii. access to and egress from existing buildings and their surroundings is improved as opportunities arise through alterations, extensions and changes of use; and iii. consideration is given to the need to ensure ease of access and movement for disabled people between and within public areas by the careful provision, siting and design of parking areas, paths, dropped kerbs, pedestrian crossings, street furniture and open space. <p>2. Where the City Council considers there to be evidence of local need, it will negotiate with developers for an element of housing to be accessible to disabled people to facilitate independent living where this is reasonable and realistic.</p>	Y	Y	<p>Part 1:</p> <ul style="list-style-type: none"> i. The proposed development is accessible for disabled visitors and employees. The proposed design has evolved following consultation with LCC's Access Officer and the Council's Corporate Access Forum and the Everton Disabled Supporters' Association (ESDA); ii. The proposed change of use of the Hydraulic Engine House to a cultural / exhibition centre will ensure that the building is accessible. Any changes to the building to ensure it is accessible will be addressed through future applications for listed building consent; iii. The extensive public realm areas proposed have been designed to ensure they are accessible to all, in terms of level changes, the positioning of street furniture, the use of lighting, the proximity of accessible parking spaces and resting spaces and the use of tactile paving / warning strips to inform people of changes to the use of space or levels. <p>Part 2: n/a</p>
<p>HD20 Crime Prevention</p> <p>1. The City Council will encourage developers, in the design and layout of new developments, to incorporate measures which reflect the need to make proper provision for personal safety and crime prevention, paying particular attention to:</p> <ul style="list-style-type: none"> i. increase the overlooking of public areas; ii. incorporate the use of hard and soft landscaping arrangements in ways which do not create hiding places; iii. the design and relationship of car parking, particularly its lighting and visibility, from buildings; iv. the design and location of entrances and pedestrian circulation within and out of the site; and v. making a clear distinction between public and private space and providing 'defensible space'. 	Y	Y	<p>A Security Planning Report has been prepared following consultation with the Merseyside Police and is submitted as part of this planning application. Regarding Part 1 of the policy (Part 2 relates to the Council's role in creating a safe environment and therefore is not applicable):</p> <ul style="list-style-type: none"> i. The public realm which surrounds the site is accessible throughout the year and is overlooked by the stadium building and CCTV. The areas around the stadium, including concourse spaces, have been designed to provide a high degree of natural surveillance. The proposed additional openings through the Regent Road Dock Wall improve inter-visibility between the site and surrounding area; ii. The soft landscaping has been designed to ensure planting does not obstruct the vision of people occupying the spaces. The positioning of street furniture has had regard to the need to reduce the opportunity for hiding places and ensure that people are encouraged to use the whole of the public realm area surrounding the site, to encourage natural surveillance;

<p>2. The City Council will seek to create a safer environment by:</p> <ul style="list-style-type: none"> i. providing and maintaining adequate street lighting; ii. discouraging pedestrian underpasses and improving those that remain; iii. improving security in council owned car parks; iv. examining the feasibility of extending Closed Circuit Television to other problem areas of the city; v. tackling problems of defensible space in problem council estates with extensive common areas through the Estates Action programme; and vi. encouraging the creation of lively and varied environments, to increase activity and passive surveillance. 			<ul style="list-style-type: none"> iii. Only authorised users will be permitted access to the car parking area, having to pass via the security booth to gain entry to the site. The lighting design has been informed by security requirements to ensure adequate visibility. The surface car park is overlooked by the west stand of the stadium and the West Terrace; iv. Stadium entrances will be well lit and clearly signed. Entrances will have lockdown capability or will be operated from staff access cards / permit to work for contractors; and v. Public and private spaces are well defined through the use of security control facilities and intruder detection. Physical measures and operational processes will be employed to communicate a clear concept of defensible space during all modes of stadium operation.
<p>T4 Taxis</p> <p>Developments which are likely to be used by the public will be required to incorporate provision for taxi and Hackney Carriage facilities where there are no existing facilities in close proximity to the site, or where the scale and nature of development will generate a demand for taxi and Hackney Carriage facilities.</p>	Y	Y	<p>The submitted Match / Major Event Day Transport Strategy includes a Taxi Strategy which provides three taxi ranks: Sandhills Lane, Boundary Street and Dublin Street in order to manage the demand for Hackney Carriages associated with the proposed development. The proposed strategy has been prepared in consultation with relevant taxi providers.</p> <p>On a non-match / non- major event day, taxis will be able to use the small parking area at the north-east corner of the site as a drop-off / pick-up point.</p>
<p>T11 Major Road Corridors</p> <p>1. The following five major road corridors have been identified for improvement measures:</p> <ul style="list-style-type: none"> - Eastern Corridor: (including A57 Prescott Road, A5047 Edge Lane, A5080 Edge Lane Drive and B5178 Picton Road/Wavertree Road); - Riverside Corridor North: (including the A5036 Waterloo Road/Regent Road, A565 Great Howard Street/Derby Road and A5038 Vauxhall Road); - Riverside Corridor South: (including A561 Park Road/Aigburth Road/St Mary's Road/Garston Way/Speke Road/Speke Boulevard, A5036 Sefton Street and Riverside Drive); - North East Corridor: (including A59 Scotland Road/Kirkdale Road/Walton Road/County Road/Rice Lane/Walton Vale/Warbreck Moor); and - City Orbital Corridor (including A5058 Queens Drive). 	Y	Y	<p>Recent investments have been made to Regent Road, within the Riverside Corridor North, including the addition of a segregated cycle lane. It is considered that several changes to levels along Regent Road in the vicinity of the application site will be required to accommodate the volume of pedestrians travelling to/from the application site on a match / large scale event day. Such changes include lowering existing kerbs to allow coaches/HGVs to turn into the site and providing a ramp from the existing cycle lane to the new pavement at top-of-kerb level to remove the additional levels change. The footway would be segregated from the cycleway by a wide tactile strip as opposed to a level change.</p> <p>On the eastern side of Regent Road the footway will be locally narrowed at the northern site access to assist large vehicles such as coaches in accessing the site. It will also be necessary to install 'no waiting' restrictions locally to ensure that this access remains clear of parked vehicles at all times. For this short distance the footway will be narrowed to its original width prior to widening as part of the North Key Corridor Scheme.</p>

<p>2. Along these corridors, resources will be targeted for the design and implementation of measures designed to:</p> <ul style="list-style-type: none"> - improve the image of the City for visitors, residents and potential investors; - improve conditions for local residents, businesses, pedestrians and cyclists; - facilitate the efficient operation of public transport services; and - ensure the most efficient and effective use of the Major Road Corridors, in order to relieve sensitive locations of heavy traffic. 			<p>At the southern access point a small 'build out' will be removed to assist large vehicles such as coaches and HGVs to exit the site. The footway in this area will remain the same width as existing.</p> <p>The proposed works will be agreed via a Section 278 Agreement as necessary and will not conflict with the aims and objectives of Policy T11.</p>
<p>T12 Car Parking Provision in New Developments</p> <p>1. All new developments including changes of use, which generate a demand for car parking will be required to make provision for car parking on site, to meet the minimum operational needs of the development. Additional space for non operational car parking will be permitted up to a maximum standard. This will be determined by:</p> <ul style="list-style-type: none"> - the nature and type of use; - whether off-site car parking would result in a danger to highway and pedestrian safety; - whether the locality in which the proposed development is located is served by public car parking facilities; - whether off-site parking would result in demonstrable harm to residential amenity; and - the relative accessibility of the development site by public transport services. <p>2. The City Council will investigate the feasibility of levying commuted sums from developers in lieu of car parking provision for developments within the City Centre controlled parking zone.</p>	Y	Y	<p>On non-match days there will be parking spaces available for 160 cars (excluding motorcycle provision). On match days this number is reduced to 85 spaces (excluding motorcycle provision). The majority of these will be used by supporters, visitors, the club owners and directors.</p> <p>The Transport Assessment has also considered off-site car parking availability and has proposed areas of residential and industrial event day parking controls, in order to minimise the impact of parking off-site for existing residents and businesses in the surrounding area.</p> <p>The proposed amount of car parking on-site accords with the intention to encourage non-car borne methods of transport to the proposed development.</p> <p>The application site is considered to be highly accessible by non-car modes of transport.</p> <p>Part 2 of the policy does not apply.</p>
<p>T13 Car Parking for the Disabled</p> <p>Car parking for the disabled should be provided in accordance with the following specific standards:</p> <ol style="list-style-type: none"> a minimum of 6% of the first hundred parking spaces in a development should be reserved for Orange Badge holders. Thereafter, the number of spaces will be negotiable; parking bays should be wide enough to facilitate the easy transfer of a wheelchair to and from a car; disabled parking bays should be clearly marked as such and be located close to the point of access to and from the development served; and within multi-storey car parks, disabled parking bays must be adjacent to lifts. 	Y	Y	<p>52 of the proposed 85 on-site car parking spaces available on match days will be allocated as disabled spaces, with an additional 2 accessible electric vehicle charging bays available. This equates to 63.5% of the overall parking provision on match days. On non-match days there will be 52 accessible bays and 2 accessible electric vehicle charging bays available, out of a total of 160 spaces, which equates to 33.75% of total parking provision.</p> <p>The accessible bays will be marked out in accordance with required guidance and are to be located in the southern area of the surface car park, closer to the entrances at the west stand and the southern concourse to enable access to the fan plaza to the east of the stadium.</p>

<p>EPI Vacant, Derelict and Neglected Land</p> <p>1. The City Council will promote and encourage the reclamation of derelict land and the restoration of neglected land and will encourage the development of these and other vacant sites for appropriate uses.</p> <p>2. The City Council will maintain a comprehensive register of vacant, derelict and neglected land which will aid in prioritising sites for reclamation and investment under the Land Reclamation Programme and other funding strategies.</p> <p>3. In determining priorities for derelict land reclamation, particular attention will be given to:</p> <ul style="list-style-type: none"> i. the contribution the reclamation of the site would make to achieving the aims of urban regeneration and to aiding the implementation of policies in this Plan; ii. the need to facilitate inward investment opportunities and create jobs; iii. the degree of contamination, dereliction or danger posed by the site; and iv. The need to integrate with, and support, other regeneration initiatives and agencies in order to maximise the benefits of reclamation. <p>4. In any reclamation scheme for derelict land, the City Council will seek opportunities to retain, enhance or create features of ecological value.</p> <p>5. Where development is not immediately forthcoming on vacant land, the City Council will encourage temporary uses provided that:</p> <ul style="list-style-type: none"> i. the scheme includes suitable landscaping, surfacing and perimeter treatment; and ii. the long term development of the site is not compromised. 	Y	Y	<ol style="list-style-type: none"> 1. The site is semi-derelict and the Grade II listed Hydraulic Engine House is currently in need of repair and restoration as it has been vacant for a significant period of time. Although there are two businesses located at the site, their leases expire in 2021. The proposed development will bring the site into public use and ensure it is used throughout the year, bringing activity and substantial investment to a neglected part of the city. 2. n/a; 3. The proposed development of the site will contribute towards urban regeneration and represents a significant investment to North Liverpool, including the creation of thousands of jobs during both the construction and operational phases of development. The ground conditions of the site have been assessed and the development of a Remediation Scheme will be conditioned as part of a future planning approval. This will mitigate the risk posed by potential contamination. 4. As part of the proposed development, ecological features will be included as part of a mitigation strategy, including the addition of 2 floating rafts / pontoons and the provision of additional bat roosts. In addition, trees and soft planting will be introduced at the site. A Biodiversity Net Gain Report has been prepared which shows that the proposed development represents a net loss currently. However, the required quantum of net gain in biodiversity is not as yet established in any national or local policy and so it is proposed that the requirement for a scheme to provide the appropriate net gains in biodiversity will be addressed through a suitably worded planning condition; and 5. n/a.
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