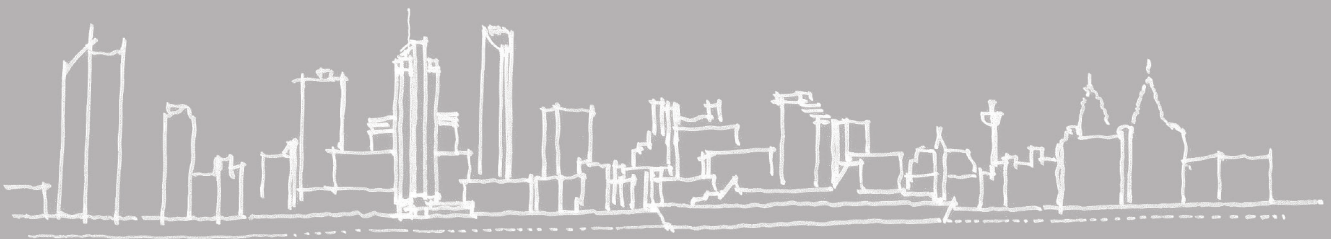




# **PRINCES REACH, PRINCES DOCK**

## **LIVERPOOL WATERS CONFORMITY STATEMENT**

June 2016



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# 1 Introduction

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## 1.1 Overview

- 1.1.1 This document sets out how the proposed Princes Reach development conforms with the extant *Liverpool Waters Outline Planning Consent (100/2424)*. Although this application stands separate to the Liverpool Waters proposal it is important to show how the extant permission has been considered and how the conditions, approved documents and studies set in the outline consent have been used to enable this development to be consistent with the objectives of the Liverpool Waters proposal.
- 1.1.2 Whilst this development proposal is located within the redline boundary of the extant Liverpool Waters outline planning consent it will not seek to discharge any of the conditions or reserved matters set within the extant decision notice.
- 1.1.3 The outline extant decision notice and *Liverpool Waters Parameters Plan Report (November 2011)* have been used extensively when bringing forward this proposed development.
- 1.1.4 It is important to note however, that although the Princes Reach consultant team have looked into the conditions and parameters that associate with the Liverpool Waters consent, not all conditions are relevant to this specific development as can be seen in Section 3 of this document. Also, several conditions set within the extant decision notice refer to discussions and negotiations with Liverpool City Council. Certain information that is requested within a number of conditions should be expected when a decision has been made and this information should be requested within the decision notice for this standalone application for Princes Reach.

## 1.2 Quantum of Development

- 1.2.1 Within *Schedule 1* of the *Liverpool Waters Outline Planning Consent* an agreed planned floorspace per neighbourhood is set out to show the parameters of each use class within the area. The floorspace calculation was determined through a schedule of accommodation which set out an estimated floor space and use class for each plot within the Liverpool Waters redline boundary.
- 1.2.2 Within the *Liverpool Waters Parameters Plan Report (November 2011)* the development plot for this specific planning application is

1.2.3 entitled **A-04** (*Parameter Plan 005 – Liverpool Waters Development Plots*).

1.2.4 Table 1 ‘Quantum of Development Comparisons sets out:

- Plot A-04’s dimensions taken from the Schedule 1 of the Liverpool Waters Outline Planning Consent; and
- The proposed development, Princes Reach’s dimensions.

1.2.5 It also shows how the proposed development conforms to the overall Liverpool Waters Masterplan, highlighting comparisons and contrasts to plot parameters.

***Table 1 – Quantum of Development Comparisons***

Use Class	Liverpool Waters Plot A-04	Princes Reach Proposed Development	Difference between Plot A-04 and Princes Reach
Footprint	515 sqm	2,430 sqm	(+) 1,915 sqm
Number of Floors	40 storeys	34 storeys	(-) 6 storeys
Building Height	126.8m	110m	(-)16.8m
A3 Restaurants & Cafes	720 sqm	0 sqm	(-) 720 sqm
C3 Dwelling Houses	19,570 sqm	25,560 sqm	(+) 5,990 sqm
Servicing	319 sqm	535 sqm	(+) 216 sqm
<b>Total</b>	<b>19,889 sqm</b>	<b>26,095 sqm</b>	<b>(+) 6,206 sqm</b>

1.2.6 As can be seen from Table 1, the footprint of the plot has increased but the building height and A3 floorspace use has decreased from the original plot parameters.

1.2.7 The reason for this footprint increase is due to the reduction of the neighbouring plot size due to a change in design from a previous standalone application allowing Princes Reach to make use of a bigger footprint. The previous application being for Plot A-03

(William Jessop House, planning reference 15F/0560) for an eight storey office building. The Princes Reach proposal does not include any A3 use class space as it is felt there is not a need for this type of use class within this development.

1.2.8 These changes will not result in an increase in the overall parameters of Liverpool Waters and the floor space allocation will eventually even out within another development which will reduce the floorspace of specific use classes. The same can be said with A3 use class, however with a reduction of 720 sqm from the original plot parameter, this amount of floorspace will be made up in other developments around the site.

1.2.9 It is important to state, that the C3 use class floorspace conforms to the original use for this plot within the Liverpool Waters outline consent

**Table 2 – % of Princes Reach within Princes Dock's Parameters**

Use Class	Overall Princes Dock Parameters	Princes Reach Proposed Development	Princes Reach Proposed Development as a % of Princes Dock Overall Parameters
A3 Restaurants & Cafes	7,600 sqm	0 sqm	0%
C3 Residential	88,500 sqm	25,560 sqm	29%
Sui Generis - Car Parking	25,200 sqm	1,800 sqm	7%

**Table 3 – % of Princes Reach within Liverpool Water's Parameters**

Use Class	Overall Liverpool Waters Parameters	Princes Reach Proposed Development	Princes Reach Proposed Development as a % of Liverpool Waters Overall Parameters
A3 Restaurants & Cafes	27,100 sqm	0 sqm	0%
C3 Residential	733,200 sqm	25,560 sqm	3.5%

Sui Generis – Car Parking	412,800 sqm	1,800 sqm	0.5%
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- 1.2.10 Tables 2 and 3 show how the proposed development will impact the overall parameters of Princes Dock and the whole of Liverpool Waters. By calculating the percentages of each use class compared to these parameters it clearly shows how Princes Reach will impact solely on each use class and to what scale.
- 1.2.11 The calculation for use class A3 shows that there will be of course no impact on this type of floorspace use as the original intended A3 use class is not included within this proposal. Use class C3 shows a change of 29% which is expected considering that plot A-04 has one of the highest quantum of development proposed within Princes Dock.
- 1.2.12 Table 3 gives further comparisons and shows how Princes Reach would impact on the overall parameters for the complete Liverpool Waters Development. As there are floorspace amounts for each use class for the overall scheme it is easier to show what impact this development would have on the whole built out scheme.
- 1.2.13 As shown in Table 3, whilst a standalone application, the proposed development does not negatively impact Liverpool Waters at all and would only play a small part in the overall scheme. All use class figures are relatively low in comparison to the entire scheme.
- 1.2.14 Therefore the proposal would not negatively impact the area or quantum of development if seen as a complete standalone development to Liverpool Waters and in the context of the overall scheme for Liverpool Waters is in close conformity to the original plot A-04.



## 2 Liverpool Waters Parameter Plans Conformity

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Mentioned throughout the extant consent for Liverpool Waters are the ten Parameter Plans which provide vital information on the parameters and restrictions of the whole scheme (*see Liverpool Waters Parameter Plan Report, November 2011*). These have been considered throughout the design of the proposed development and have been used to help the development to respond positively to the Liverpool Waters scheme.

### 2.1.1 *Parameter Plan 001 - Site Location Plan*

The proposed development falls within the Liverpool Waters site boundary and therefore conforms with Plan 001.

### 2.1.2 *Parameter Plan 002 - Neighbourhood Plan*

The proposed development sits within Neighbourhood A – Princes Dock so is in align with Plan 002.

### 2.1.3 *Parameter Plan 003 – Phasing Plan*

This parameter plan indicates where the Liverpool Waters proposal should start from. The plan highlights that Neighbourhood A – Princes Dock should be Phase One. As this is where Princes Dock sits, the proposed development is in accordance with Plan 003.

### 2.1.4 *Parameter Plan 004 – Development Parcels*

Each neighbourhood is broken down into a number of development parcels. This development lies within Development Parcel 1d and aligns with Plan 004.

### 2.1.5 *Parameter Plan 005 - Development Plots*

Going further into detail, 88 plots have been identified within the overall Liverpool Waters site and the proposed development conforms to Plan 005 by being situated within plot A-04.

### 2.1.6 *Parameter Plan 006 – Building Heights*

The maximum building heights for each proposed development plot is highlighted in parameter plan 006. For plot A-04 it is 126.8m and the proposed height for Princes Reach is 110m. Although this does not conform with Plan 006 exactly, we have set out why the building height would not negatively impact Liverpool Waters within several supporting documents

especially within the Townscape and Visual Impact section of the Environmental Statement and the development still fits within the parameters of the plot.

2.1.7 *Parameter Plan 007 – Access and Movement Plans*

This plan identifies proposed access and egress points throughout the site and how development should be supported with new links for public movement. The proposed development conforms to Plan 007 as it uses existing access and egress points highlighted within the plan.

2.1.8 *Parameter Plan 008 – Car Parking Plan*

Through the design process proposed, onsite car parking has been included but not as 2 levels of basement car parking. As can be seen in the architectural plans, the car parking aspect of the development has been designed so there is surface car parking within a 2 storey building connected to the residential building. Therefore, although the development does accommodate for a suitable amount of car parking it does not completely conform to Plan 008 as parking is not entirely underground.

2.1.9 *Parameter Plan 009 – Buildings To Be Demolished Plan*

The proposed development does not impact on any buildings that are planned to be demolished within the Liverpool Waters site so is in line with Plan 009.

2.1.10 *Parameter Plan 010 – Areas of High Potential for Underground Archaeology*

Plan 010 highlights areas within Liverpool Waters where it is considered that archaeological “assets” of various values are sited. The development plot is within an area where there is high potential of underground archaeology. To conform with Plan 010 an *Archaeological Statement (June 2016)* and *Heritage Impact Assessment (June 2016)* have been undertaken to assess the impact this development would have on any underground archaeology. “heritage assets” and the Outstanding Universal Value. Further details can be found in this documentation which supports the application in addition to further detail for these disciplines within chapter 9 of the *Environmental Statement (June 2016)*.

2.1.11 As shown, this development proposal conforms to all but one Parameter Plans. Parameter Plan 008 discusses underground car parking and it is considered that the development proposal does not negatively impact this plan or Liverpool Waters by not conforming

exactly to them as parking amenity is still considered within the scheme.

### 3 **Liverpool Waters Outline Consent Condition Conformity**

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- 3.1.1 Within the extant outline consent for Liverpool Waters (10O/2424) there are 75 conditions of varying detail and importance. This section of the Conformity Statement discusses each condition to show how the extant consent will be complied with within this new proposal and what has been (and what will be) actioned to meet the requirements for further work required. Shorter statements for unrelated conditions or ones that cannot be responded to at this time are also set out below.
- 3.1.2 Key supporting documentation from the outline application can still be applied to answer certain conditions within the extant consent and these documents are referred to when necessary for information. In addition to this, more recent documentation that support this application are also referred to, to provide more detailed references and information to help respond to these conditions.
- 3.1.3 Providing this information upfront within the application not only shows how the proposal intends to conform to the extant consent, it could also negate the need for several conditions that would be set out in the new decision notice for this proposal.
- 3.1.4 As mentioned within 1.1.4 of this Conformity Statement it is important to note that several conditions set within the extant decision notice request information that isn't expected to be available at this time of the development phase. These conditions will be reviewed, discussed and negotiated with Liverpool City Council during the application process. If further information is required it is believed these requests could be set as conditions within the decision notice for this planning application.
- 3.1.5 Conditions 9 to 24 discuss a range of different strategies for key aspects of Liverpool Waters in and around different neighbourhoods. Although none of these strategies have been submitted to Liverpool City Council to discharge these conditions as of yet, they are referred to below and it is explained how the proposal will look to address these specific conditions.

### 3.2 **Condition 1 – Quantum of Development**

- 3.2.1 The outline planning permission approves a wide range of development across a number of use classes. Table 3 within this document highlights the use classes that are relevant to this application and shows that within all proposal options, development

would fall within the maximum quantum of development of the overall Liverpool Waters scheme. Therefore this development proposal conforms to this condition.

### 3.3 Condition 2 – Floorspace allocations

- 3.3.1 As highlighted in Table 3 of this document there is only one use class proposed within this development. This does not exceed the floorspace defined for each use class provided in Schedule 1 of the extant planning consent (use class C3). Therefore this development proposal conforms to Condition 2.
- 3.3.2 As already mentioned in this document, an increase in use classes will not mean an increase in the overall parameters of Liverpool Waters, development across the site could level out within another development which will decrease or increase the floorspace of these use classes, eventually reaching an equilibrium.

### 3.4 Condition 3 – Liverpool Waters Supporting Documentation

- 3.4.1 This development proposal has used a wide range of documentation from the Liverpool Waters extant outline consent to understand the site and the wider context to make sure this development conforms to the overall scheme.
- 3.4.2 Section 2 of this document highlights the way this development conforms with the majority of the *Liverpool Waters Parameter Plan Report (November 2011)*. The building design and the use classes allocated to each floor have been influenced by the *Statement of Key Development Principles (November 2011)* and *Design and Access Statement (November 2011)*.
- 3.4.3 The *Conservation Management Plan for the Protection, Conservation and Preservation of Heritage Assets (November 2011)* has acted as guidance when producing the supporting *Heritage Impact Assessment (June 2016)* and is referred to within this *section 9.4* of this document.
- 3.4.4 These documents as well as other principal application documents have constantly been discussed and referred to, making sure this development conforms to the outline parameters of Liverpool Waters as far as possible. This can be seen within the design and the

parameters of the proposal and therefore, this application conforms with Condition 3.

### 3.5 Condition 4 – Parameter Plan Compliance

- 3.5.1 Identified in Section 2 of this document, the development proposal is carried out in general accordance of the parameters set out in the *Liverpool Waters Parameter Plan Report (November 2011)*. This condition highlights five parameter plans to conform with:
- *Parameter Plan 002*: The development sits within the boundary of Neighbourhood A – Princes Dock and does not differ from this.
  - *Parameter Plan 003*: The development is located within Neighbourhood A – Princes Dock which is the first phase of Liverpool Waters.
  - *Parameter Plan 004*: The development is within development parcel 1c as highlighted on this parameter plan.
  - *Parameter Plan 005*: The development is within development plot A-04 as highlighted on this parameter plan.
  - *Parameter Plan 006*: The maximum height for this development plot is 126.8m, the height of the Princes Reach sits within this parameter at 115m.

The development conforms with these parameter plans and conforms to Condition 4 of this outline permission.

### 3.6 Condition 5 - Liverpool Waters Environmental Impact Assessment

- 3.6.1 Throughout the design of this scheme the Liverpool Waters Environment Statement (November 2011) has been used and referred to in a number of ways to ensure that the development is suitably located and its massing, scale and effects on the neighbouring development and surrounding are considered.
- 3.6.2 A lot of the mitigation measures set within Schedule 6 of the extant consent are not relevant to this development proposal as they either discuss other locations within Liverpool Waters, different use classes not proposed in this application or details that are not required for this scale of development or at this stage of time.
- 3.6.3 However, the topic listed below have been considered in more detail:
- Transport and Access
  - Noise and Vibration

- Air Quality
- Archaeology and Cultural Heritage
- Daylight and Sunlight
- Ground Condition and Contamination
- Townscape and Visual Impact
- Wind

3.6.4 Information showing how these topics have been referred to can be found within the *Environmental Statement (June 2016)*.

3.6.5 By looking through these mitigation measures, the development has been carried out within the scope tested in the *Liverpool Waters Environmental Impact Assessment (November 2011)* and conforms to this condition.

### **3.7 Condition 6 – Approval of further details**

3.7.1 As this is a standalone application to the extant permission, key details will not be submitted as reserved matters as part of the consent. A full planning application has been submitted with detailed plans and supporting documentation for this development proposal.

### **3.8 Condition 7 – Development start date**

3.8.1 Similar to section 3.7 (Condition 6), as this development proposal is a standalone planning application to the Liverpool Waters extant consent, this condition is not applicable to this proposal.

### **3.9 Condition 8 – Development start date**

3.9.1 Again, this condition does not apply to the development proposal for Princes Reach and the application does not need to conform to it.

### 3.10 Condition 9 – Implementation Phasing Plan

- 3.10.1 The *Implementation Phasing Plan (November 2011)* ensures that the development progresses generally from the city centre northwards towards the Northern Docks.
- 3.10.2 The development site is set within Princes Dock and conforms to this condition by continuing development in this key area based in the City Centre first.

### 3.11 Condition 10 – Highway and Public Transport Enhancement Strategy

- 3.11.1 This condition relates to enhancement works to highway and public transport within Schedule 2 of the outline planning permission. Within the condition, it states that that work carried out in Schedule 2 should be discussed in advance of any development in Neighbourhoods B, C, D and E. This development falls within Neighbourhood A and therefore, specific work submitted upfront for this enhancement strategy is not applicable to this application and the condition does not need to be complied with.
- 3.11.2 However, the supporting *Transport Assessment and Travel Plan (June 2016)* relating specifically to this development has been produced to show how the proposal interacts with the existing highway infrastructure which is already in place within Princes Dock and show that the development does not negatively impact on existing services.

### 3.12 Condition 11 – Detailed Neighbourhood Masterplans

- 3.12.1 The design team have worked with Peel and other stakeholders regarding Princes Dock developments to create an interim neighbourhood plan. However, at the time of submission, this masterplan has not been formally issued.
- 3.12.2 Key members of Liverpool City Council including the planning office have attended workshop meetings to discuss the Princes Dock masterplan. The Princes Reach design team have been in detailed discussions with LCC, Peel and stakeholders to consider the need for a neighbourhood masterplan and the contributions this development



will have on the area and the relationship is will play with existing and future buildings.

3.12.3 Liverpool City Council have been informed that a detailed neighbourhood masterplan will be produced for Princes Dock and this development will be in align with it.

3.12.4 There are a range of information requests highlighted under condition 11 and although a masterplan has not been completed yet, information related to this specific development to answer each point is set out below. Although not set within a masterplan, the information sets out key specifics for this development:

- i. Details of the individual development site for this proposal can be found on the application's *Location Plan* within the drawings package and is situated with Plot A-04 of Parameter Plan 005 within the *Liverpool Waters Parameter Plan Report (November 2011)*
- ii. Details of the infrastructure proposed to support the development can be found from Section 6 of the *Design and Access Statement (June 2016)* and within several plans in the drawing package.
- iii. The land use typology for this development proposal can be found within Table 1 - 3 of this document and within the application form when describing different floorspace allocations.
- iv. The key design principles are discussed between section 6 and 7 of the supporting *Design and Access Statement (June 2016)* and shows the evolution of the development design from pre-application to submission stage.
- v. The design team has met with Liverpool City Council to discuss building design and have used Schedule 4 in the outline consent to help work up plans for the development. The *Design and Access Statement (June 2016)* sets out the building design in further detail and shows how it the concept has grown into the final design. Sections 6 and 7 of the statement discusses key aspects of the building's form and layout.
- vi. A development brief and description of the proposal is set out throughout this application, especially Section 6 of the *Design and Access Statement (June 2016)*, Section 3 of the *Planning Statement (June 2016)* and the application forms. Further information regarding the brief can be found within these documents.
- vii. The relationship between the development and existing roads are highlighted within Section 8 of the *Design and Access Statement (June 2016)*. The development site is surrounded by existing

infrastructure and the building will be serviced by these links. The supporting *Transport Assessment and Travel Plan (June 2016)* also details this relationship, specifically Section 4.

- viii. Similar to point vii., further information can be found within Section 8 of the *Design and Access Statement (June 2016)* and Section 4 within the *Transport Assessment and Travel Plan (June 2016)*. Plans within the drawings package also detail key pedestrian and any cycle routes to address this point.
- ix. As this development sits within Princes Dock there is already public transport provision for the area and no additional services will be required. Section 3 of the *Transport Assessment and Travel Plan (June 2016)* details the public transport which is available around the area and how this development impacts on existing services.
- x. The *Design and Access Statement (June 2016)* within this application discusses the evolution and reasoning of the building design and how it is integrated into the current neighbourhood.
- xi. The application's *Site Location Plan* sets out the development boundary in relation to the development plots and parcels within the *Liverpool Waters Parameter Plans Report (November 2011)*. To confirm, the development falls within Development Parcel 1d and Development Plot A-04 set in Parameter Plan 004 and 005. Sections 7 and 8 of the *Design and Access Statement (June 2016)* also describes the public realm and movement relationships with the building.
- xii. Architectural plans within the drawings package detail building aspects regarding scale and massing and further detail about the building design is set throughout the *Design and Access Statement (June 2016)*. The height of the building accords with Parameter Plan 006 of the *Liverpool Waters Parameters Plan Report (November 2011)* as it is within the parameter of 126.8m at 110m.
- xiii. There are no key open space and linkages within Schedule 5 of the extant consent that this development falls within, therefore no information is required at this stage related to this point.
- xiv. A strategy for providing public art is seen as something to be looked upon when discussing bringing together the complete working up the Princes Dock neighbourhood masterplan. Information regarding this will be provided at a later time for this point when dealing with the overall neighbourhood.
- xv. The Landscaping and materials which are considered are detailed in Section 7 of the *Design and Access Statement (June 2016)*. It is considered sensible that further details required for the specific

materials used within this development can be conditioned within the decision notice of this application.

- xvi. The *Heritage Impact Assessment (June 2016)* submitted as part of this application responds to heritage assets and how it is planned to conserve any assets found within the development site. The *Archaeological Statement (June 2016)* also submitted within this application also details sub-surface archaeological structures and the impact this development has on these.
- xvii. Similar to point xiv, details regarding further community and social infrastructure will be worked up within the Princes Dock neighbourhood masterplan. As this development isn't creating any new social amenities, it is considered that this part of this condition does not need to be complied with at this stage.
- xviii. Similar to point xvii, this development will not be creating any public recreational facilities for the neighbourhood so does not apply to this part of the condition.
- xix. As this development is not for an energy centre or a project that is to generate energy no material will be supplied within this application for this point. This point of this condition does not need to be complied with.
- xx. Details of how the development will be serviced can be found in the architectural plans and Section 8 of the *Design and Access Statement (June 2016)* and briefly in Section 4 of the *Transport Assessment and Travel Plan (June 2016)*.
- xxi. A *Flood Risk Assessment (November 2011)* was published and agreed to by Liverpool City Council as part of the outline permission for Liverpool Waters and contains further detailed information in reference to this condition.

The development site was analysed and was considered to be at low risk of fluvial flooding when direct comparison was made between the 1 in 200 year Mersey Levels and the existing site levels.

The *Flood Risk Assessment (November 2011)* concluded that any development considered located in within Flood Zone 1 (Princes Dock) was suitable for the area. By definition, there would be no loss of functional floodplain to the River Mersey in either the construction or permanent phase and the site is therefore considered to be at low risk of fluvial flooding from the adjacent River Mersey. The assessment also concluded that the site is at low risk of pluvial, groundwater and infrastructure flooding.

Details of site levels, finished floor levels and access routes can be found in more detail within the drawings package and throughout the *Design and Access Statement (June 2016)*.

- xxii. Throughout the *Design and Access Statement (June 2016)*, siting, scale, massing, design of the building and landscapes are discussed and set out within the drawings package. Past information within the *Liverpool Waters Environmental Statement (November 2011)* and *Parameters Plan Report (November 2011)* has also been used to help with the design and position of the building.

### 3.13 Condition 12 – Detailed Neighbourhood Phasing Plan

- 3.13.1 Although a Neighbourhood Phasing Plan has not been produced as of yet, this plan will be looked at when discussing condition 9 in further detail.
- 3.13.2 However, the development conforms to this condition as the site is situated within Princes Dock, which is seen as the 1<sup>st</sup> phase of Liverpool Waters.

### 3.14 Condition 13 – Neighbourhood Conservation Management Strategy

- 3.14.1 As part of this planning application, a supporting *Heritage Impact Assessment (June 2016)* and *Archaeological Statement (June 2016)* have been submitted discussing the impact this development has specifically to this plot of land. The requirements set by this condition, points within condition 11 as well as Schedule 7 of the extant consent have been considered when writing these reports and therefore have complied with this condition, highlighting any issues relating to conservation within this development site.
- 3.14.2 Points i – v within Condition 13 of the extant consent are considered within these specific supporting statements and as stated within the *Heritage Impact Assessment (June 2016)*, the *Liverpool Waters Conservation Management Plan (November 2011)* will be updated to include provisions for recording and conserving all heritage assets within the development site in the near future.

### 3.15 Condition 14 – Archaeological Evaluation and Investigation

- 3.15.1 The archaeology of the development site has been assessed in the *Liverpool Waters GIS Archaeological Deposit Model (November 2011)*. This records the location of the surviving east wall of the Princes Dock which is of high archaeological potential. The land

between the dock wall and the dock boundary wall is of medium potential.

- 3.15.2 Archaeological investigations will be carried out in line with a Written Scheme of Investigation (WSI), which will be submitted to, and approved by, the Local Planning Authority prior to the commencement of development. The WSI will detail the appropriate scope and programme of archaeological investigation (i.e. evaluation, excavation) including subsequent analysis and reporting to be undertaken in areas of medium or high archaeological potential. All archaeological investigations will be managed by a professional archaeologist and the results will be added to the Liverpool Waters Archaeology Deposit Model.
- 3.15.3 Further information about the archaeological importance of this area is discussed in the supporting *Archaeological Statement (June 2016)*. This document details how archaeological interests will be safeguarded and included provision for analysis and reporting. Further discussions regarding evaluation and excavation will be held with Liverpool City Council and it is considered sensible that further details required can be negotiated and potentially conditioned within the decision notice of this application.

### **3.16 Condition 15 – Water Environment Protection Strategy**

- 3.16.1 This development proposal will not look to impact existing water courses, controlled waters or dock water space due to the plot location.
- 3.16.2 Nevertheless, within the CEMP for this particular development (that will be produced post application subject to conditioning) provisions will be set out to make sure surrounding water spaces are not impacted during construction through protection, monitoring and review methods.

### **3.17 Condition 16 – Neighbourhood Ecological and Biodiversity Strategy**

- 3.17.1 A Preliminary Ecological Appraisal (Phase 1 Habitat survey and protected species scoping study) has been undertaken for this site.
- 3.17.2 The study concluded that the site is located within an urban environment which means it is frequently subjected to noise, light and human presence and is unlikely to provide suitable foraging or resting areas for qualifying bird species. Therefore it was not

considered that the development would result in direct or indirect impacts upon designated sites or nature conservation interest.

3.17.3 The species diversity was deemed to be low and it is not anticipated that there would be loss of biodiversity following development of the site. Habitats on site were also not considered to have the potential to support protected species.

3.17.4 Standard methods to reduce the impact of gulls and pigeons roosting on the development will be put into place and further details will be issued during further development stages of the proposal if necessary.

### **3.18 Condition 17 – Neighbourhood Sustainability Strategy**

3.18.1 Further discussions regarding sustainability will be held with Liverpool City Council and it is considered sensible that further details required can be negotiated and potentially conditioned within the decision notice of this application.

### **3.19 Condition 18 – Neighbourhood Energy Strategy**

3.19.1 Similar to condition 17, details of construction will look at providing details of how the building will look to minimise the impact on the use of non-renewable energy resources, minimising carbon emissions and waste.

3.19.2 Further discussions regarding energy will be held with Liverpool City Council and it is considered sensible that further details required can be negotiated and potentially conditioned within the decision notice of this application.

### **3.20 Condition 19 – Neighbourhood Inclusive Access Strategy**

3.20.1 Access has been considered extensively within the development proposal and the supporting *Design and Access Statement (June 2016)* sets out how the development ensures inclusive access for all users within the building and around the surrounding public realm

under Section 8. Further details can be found in the drawings package also.

### 3.21 Condition 20 – Neighbourhood Ground Contamination and Earthworks Strategy

3.21.1 A *Phase 1 Ground Conditions and Geotechnical Report (June 2016)* has been produced for this application which aims to:

- Understand the site specific ground conditions;
- Identify any geological, geotechnical, geo-environmental or hydrological constraints of the site;
- Locate and provide details of any surface, sub-surface structures or utilities that have the potential to affect or be affected by the development;
- Inform the design and planning team of future ground investigation works.

3.21.2 A Ground Condition and Contamination chapter has also been submitted as chapter 11 of the Environmental Statement (June 2016) and discusses mitigation and offsetting of construction and operational impacts.

### 3.22 Condition 21 – Neighbourhood Flood Risk Protection Measures

3.22.1 A *Flood Risk Assessment (November 2011)* was published as part of the Liverpool Waters outline application and contains more details information for reference.

3.22.2 The development site was analysed within this document and was considered to be at low risk of fluvial flooding when direct comparison was made between the 1 in 200 year Mersey Levels and the existing site levels.

3.22.3 The Flood Risk Assessment concluded that any development considered located in within Flood Zone 1 (Princes Dock) was suitable for the area. By definition, there would be no loss of functional floodplain to the River Mersey in either the construction or permanent phase and the site is therefore considered to be at low risk of fluvial flooding from the adjacent River Mersey. The

assessment also concluded that the site is at low risk of pluvial, groundwater and infrastructure flooding.

- 3.22.4 Therefore no further information will be submitted relating to this condition or detail of work as it does not need to be applied to.

### **3.23 Condition 22 – Neighbourhood Travel Plans**

- 3.23.1 A *Transport Assessment and Travel Plan (June 2016)* has been submitted as part of this application to show the impact this development would have on the surrounding area. It is concluded within these documents that the development would have no negative impact to the neighbourhood and that services and infrastructure already within Princes Dock would be able to support this proposal.
- 3.23.2 A Travel Plan for this development has been compiled and discussed in section 8 of the *Transport Assessment and Travel Plan (June 2016)*

### **3.24 Condition 23 – Neighbourhood Waste Minimisation and Management Strategy**

- 3.24.1 Waste collection will be organised by the Contractor throughout the construction of the development and the building management company when the building is occupied. Further discussions regarding waste management will be held with Liverpool City Council and it is considered sensible that further details required can be negotiated and potentially conditioned within the decision notice of this application.
- 3.24.2 Servicing is also discussed in Sections 9 and 10 of the *Design and Access Statement (June 2016)*.

### **3.25 Condition 24 – Neighbourhood Car and Cycle Parking Management Strategy**

- 3.25.1 The supporting *Transport Assessment and Travel Plan (June 2016)* justifies the quantum of car parking and cycle bike spaces proposed



within the development. Further details can be found throughout that statement.

- 3.25.2 Points i. – xii. of condition 24 have all been explained within the *Transport Assessment and Travel Plan (June 2016)*, *Design and Access Statement (June 2016)* and architectural drawings.

## 3.26 Condition 25 – Buildings and Structures

- 3.26.1 Condition 25 requests a number of points when submitting information as a reserved matters application. These have been discussed below.

**i.-vii.**

These details can be found in the drawings package and throughout the *Design and Access Statement (June 2016)*.

**ix.**

Further information can be found in the drawings package and it is considered sensible that further details required can be negotiated and potentially conditions within the decision notice of this application.

**x. – xiii.**

These details can be found in the drawings package and throughout the *Design and Access Statement (June 2016)*.

**xiv.**

The supporting *Heritage Impact Assessment (June 2016)* details the integration and interpretation of heritage assets within the development site in Section 8 of that document.

**xv.**

Further details can be found in the drawings package and the *Design and Access Statement (June 2016)*.

**xvi.**

General details can be found in the drawings package and it is considered sensible that any further details required can be negotiated and potential conditioned within the decision notice of this application.

**xvii.**

The *Phase 1 Ground Conditions and Geotechnical Report (June 2016)* discusses points on contaminated land and gas migration.

It is considered sensible that any further details required can be negotiated and potentially conditions within the decision notice of this application.

**xviii.**

Relevant details can be found in the supporting drawings package.

### 3.27 Condition 26 – Public Realm, Landscaping and Movement Routes

- 3.27.1 Again, this condition requests a number of points to be looked at and information submitted for each.

**i.-iv.**

These details can be found in the drawings package and Section 7 and 8 of the *Design and Access Statement (June 2016)*.

**v.**

The *Phase 1 Ground Conditions and Geotechnical Report (June 2016)* discusses points on contaminated land and gas migration.

It is considered sensible that any further details required can be negotiated and potentially conditions within the decision notice of this application.

**vi.-vii.**

These details can be found in the drawings package and the *Design and Access Statement (June 2016)*.

### 3.28 Condition 27 – Conservation Management of Heritage Assets

- 3.28.1 Section 8 of the *Heritage Impact Assessment (June 2016)* go into further details and any further information would look to be conditioned as part of this planning application.

### 3.29 Condition 28 – Recreation Facilities

- 3.29.1 This development falls under Neighbourhood A and not C, D or E so therefore does not need to refer to this condition.

### 3.30 Condition 29 – Recreation Facilities

- 3.30.1 This development falls under Neighbourhood A and not C, D or E so therefore does not need to refer to this condition.

### 3.31 Condition 30 – Groundworks Investigation Statement

- 3.31.1 A *Phase 1 Ground Conditions and Geotechnical Report (June 2016)* has been produced for this application which aims to:
- Understand the site specific ground conditions;

- Identify any geological, geotechnical, geo-environmental or hydrological constraints of the site;
- Locate and provide details of any surface, sub-surface structures or utilities that have the potential to affect or be affected by the development;
- Inform the design and planning team of future ground investigation works.

3.31.2 Chapter 11 of the *Environmental Statement (June 2016)* assesses Ground Conditions and Contamination discusses mitigation and offsetting of construction and operational impacts.

3.31.3 Further information can be found within the *Phase 1 Ground Conditions and Geotechnical Report (June 2016)* and Chapter 11 of the *Environmental Statement (June 2016)*

3.31.4 It is considered sensible that any further details required can be negotiated and potentially conditions within the decision notice of this application.

### 3.32 Condition 31 – Drainage Details

3.32.1 Similar to Condition 30 this specific information within this Condition would look at being conditioned as part with in the decision notice of this planning application but each point has been discussed below.

**i.**

Further details will be provided upon obtaining sewer records from the statutory undertaker (United Utilities).

**ii.**

Further detail will be provided upon detailed analysis of water consumption usage and discussion with above ground drainage team and M&E team.

**iii.**

A preliminary desktop drainage review of the site has been undertaken using information available within the current documents in our possession and data available on the Environment Agency (EA) web site. The site is located within Flood Zone 1; therefore any site flooding is very remote.

It is proposed that the existing connections, if any, to the adopted United Utilities (U.U.) network will be re-used where possible to discharge both Foul Water (FW) and Surface Water (SW) from the development.

The development site is also unsuitable for above ground Sustainable Urban Drainage Systems (SUDS) attenuation features such as swales and ponds due to projected usage, footprint and topography. We anticipate that where viable grey water recycling, rainwater harvesting and green roof systems will be incorporated into the scheme design. Surface water drainage requirements are likely to be met by using permeable paving within footways and public realm areas (these areas can act as attenuation structures if required).

Other attenuation features that can be incorporated into the scheme will be cellular storage tanks and over-sized pipes. Any increase in foul water discharge will need to be agreed with United Utilities and may also require additional foul water outfalls to be constructed together with any required proportional upgrades; however we assume at this stage that allowances will have been made within the general infrastructure construction for the area to accommodate all flows being discharged from the development.

**iv.**

There will be no oils, fuels or chemicals stored at this development

**vi.**

The drainage system is planned to be a positive system of an impermeable nature.

### **3.33 Condition 32 – Potable Water Supply**

- 3.33.1 As this development falls within Neighbourhood A (Princes Dock) there is no need for a detailed Water Supply Statement as part of this application so this condition does not apply.

### **3.34 Condition 33 – Flood Risk Protection Plan**

- 3.34.1 A *Flood Risk Assessment (November 2011)* was published and used as part of the outline permission for Liverpool Waters and contains more details information for reference.
- 3.34.2 The development site was analysed within this document and was considered to be at low risk of fluvial flooding when direct comparison was made between the 1 in 200 year Mersey Levels and the existing site levels.
- 3.34.3 The Flood Risk Assessment concluded that any development considered located in within Flood Zone 1 (Princes Dock) was suitable for the area. By definition, there would be no loss of functional floodplain to the River Mersey in either the construction

or permanent phase and the site is therefore considered to be at low risk of fluvial flooding from the adjacent River Mersey.

- 3.34.4 The assessment also concluded that the site is at low risk of pluvial, groundwater and infrastructure flooding.

### 3.35 Condition 34 – Ecological and Biodiversity Statement

- 3.35.1 A *Preliminary Ecological Appraisal (June 2016) (Phase 1 Habitat survey and protected species scoping study)* has been undertaken for this site.
- 3.35.2 The study concluded that the site is located within an urban environment which means it is frequently subjected to noise, light and human presence and is unlikely to provide suitable foraging or resting areas for qualifying bird species. Therefore it was not considered that the development would result in direct or indirect impacts upon designated sites or nature conservation interest.
- 3.35.3 The species diversity was deemed to be low and it is not anticipated that there would be loss of biodiversity following development of the site. Habitats on site were also not considered to have the potential to support protected species.
- 3.35.4 Standard methods to reduce the impact of gulls and pigeons roosting on the development will be put into place and further details will be issued during further development stages of the proposal if necessary.

### 3.36 Condition 35 – Water Protection Statement

- 3.36.1 The development will not look to dramatically impact existing water courses, controlled waters or dock water space due to the plot location. However, each point of the condition has been discussed below. Further discussions regarding water protection will be held with Liverpool City Council and it is considered sensible that further details required can be negotiated and potentially conditioned within the decision notice of this application
- i.**  
See condition 31 (iii.) for more information.
- ii.**  
The drainage system is planned to be a positive system of an impermeable nature, further details can be found in the site investigation report.

**iii.**

Information will be provided following consent, once a contractor has been instructed

**iv.**

Information will be provided following consent, once a contractor has been instructed

**v.**

The drainage system is planned to be a positive system of an impermeable nature

**vi.**

To be evaluated during detailed design. See condition 31 (iii.) for more information.

**vii.**

To be evaluated during detailed design. See condition 31 (iii.) for more information.

**vii.**

To be evaluated during detailed design. See condition 31 (iii.) for more information.

**viii.**

To be evaluated during detailed design.

**ix.**

As part of the forthcoming design stages D and E, the tender documentation shall be developed to include provisions to achieve the necessary ratings.

**x.**

To be developed with the Contractor during detailed design and once utility information has been received for existing services.

**xi.**

This would need to be a statement agreed with the Environment Agency. Usually specific a cfa pile solution in this respect which tend to have minimal impact on aquifers compared to other pile types.

**xii.**

To be evaluated during detailed design.

### **3.37 Condition 36 – Sustainability Statement**

- 3.37.1 Further discussions regarding sustainability will be held with Liverpool City Council and it is considered sensible that further

details required can be negotiated and potentially conditioned within the decision notice for this application.

### **3.38 Condition 37 – Energy Supply Statement**

- 3.38.1 It is considered sensible that further details required can be negotiated and potentially conditioned within the decision notice for this application.

### **3.39 Condition 38 – Waste Minimisation and Management Details**

- 3.39.1 Servicing is discussed in Sections 8 and 9 of the *Design and Access Statement (June 2016)*.
- 3.39.2 Information will be provided following consent, once a contractor has been instructed. It is considered sensible that further details required can be negotiated and potentially conditioned within the decision notice for this application.

### **3.40 Condition 39 – Construction Environmental Management Plan**

- 3.40.1 Information will be provided following consent, once a contractor has been instructed. It is considered sensible that further details required can be negotiated and potentially conditioned within the decision notice for this application.

### **3.41 Condition 40 – Highways and Public Transport Enhancement**

- 3.41.1 No public transport enhancements will be required for this development as transport demand can be met using the exiting surrounding transport network. The *Transport Assessment and Travel Plan (June 2016)* sets out the calculated traffic generation of the development site and demonstrates that the increase in traffic as a result of the development would be highly unlikely to lead to operational difficulties requiring highway works.
- 3.41.2 Furthermore the *Transport Assessment and Travel Plan (June 2016)* shows that the site is highly accessible by public transport and passes the Liverpool City Council 'Minimum Accessibility Standard Assessment' requirements in this regard. Acceptable pedestrian links to the city centre are available via St Nicholas Place. The

existing Princes Dock road network is suitable to accommodate cyclists.

- 3.41.3 Details of the service road which is proposed within the development can be found in the drawings package and sections 7 and 8 of the *Design and Access Statement (June 2016)*.

### **3.42 Condition 41 – Car and Cycle Parking Management Details**

- 3.42.1 As set out in the *Transport Assessment and Travel Plan (June 2016)* 40 new car parking spaces are to be provided for this development. This is in accordance with Liverpool City Council parking guidance in an effort to reduce parking in the City Centre to promote the use of public transport.
- 3.42.2 The *Transport Assessment and Travel Plan (June 2016)* estimates the parking demand that will be generated by the development and the parking demand can be accommodated and will not dramatically impact on other parking areas nearby within the City.
- 3.42.3 Cycle parking will also be available and 76 spaces has been proposed.

### **3.43 Condition 42 – Detailed Travel Plan**

- 3.43.1 A detailed *Transport Assessment and Travel Plan (June 2016)* has been submitted as part of this application setting out how sustainable travel will be encouraged at the development site once it is built and occupied.
- 3.43.2 In terms of the construction stage, the contractor will have responsibility for their staff and travel during this period.
- 3.43.3 In terms of parking, as set out in the *Transport Assessment and Travel Plan (June 2016)* it is envisaged that contractors will park in the informal car park within Princes Dock. This has space for over 200 cars. As such it is envisaged that construction workers vehicles will not have an adverse impact on parking availability or the road network in Princes Dock.



### **3.44 Condition 43 – King Edward Business Relocation**

- 3.44.1 As this development falls under Neighbourhood A and not Neighbourhood B, this condition does not apply to this planning application.

### **3.45 Condition 44 – Erection of construction related structures/buildings**

- 3.45.1 Further discussions regarding construction will be held with Liverpool City Council and it is considered sensible that further details required can be negotiated and potentially conditioned within the decision notice for this application.

### **3.46 Condition 45– Construction Noise and Vibration**

- 3.46.1 Further discussions regarding construction will be held with Liverpool City Council and it is considered sensible that further details required can be negotiated and potentially conditioned within the decision notice for this application.

### **3.47 Condition 46 – Construction Noise and Vibration**

- 3.47.1 Further discussions regarding construction will be held with Liverpool City Council and it is considered sensible that further details required can be negotiated and potentially conditioned within the decision notice for this application.

### **3.48 Condition 47 – Construction Noise and Vibration**

- 3.48.1 A Noise and Vibration assessment has been produced as part of the *Environmental Statement (June 2016)*. This concludes that noise and vibration impacts from construction and operation of the proposed development will not have a significant impact on the existing environment.
- 3.48.2 Further discussions regarding construction will be held with Liverpool City Council and it is considered sensible that further

details required can be negotiated and potentially conditioned within the decision notice for this application.

### **3.49 Condition 48 – Hours of Construction**

- 3.49.1 Further discussions regarding construction will be held with Liverpool City Council and it is considered sensible that further details required can be negotiated and potentially conditioned within the decision notice for this application.

### **3.50 Condition 49– Operational Noise Conditions**

- 3.50.1 This does not apply to this application as it is not proposed to have any use classes within the development stated within the condition.

### **3.51 Condition 50 – Operational Noise Conditions**

- 3.51.1 This does not apply to this application as it is not proposed to have any use classes within the development stated within the condition.

### **3.52 Condition 51– Operational Noise Conditions**

- 3.52.1 Further discussions regarding noise conditions will be held with Liverpool City Council and it is considered sensible that further details required can be negotiated and potentially conditioned within the decision notice for this application.

### **3.53 Condition 52 – Operational Noise Conditions**

- 3.53.1 Further discussions regarding noise conditions will be held with Liverpool City Council and it is considered sensible that further details required can be negotiated and potentially conditioned within the decision notice for this application.

### **3.54 Condition 53 – Air Quality**

- 3.54.1 An *Air Quality Assessment (June 2016)* has been submitted as part of this application in addition to a chapter on Air Quality within the *Environmental Statement (June 2016)*.
- 3.54.2 The assessment of effects indicates that the development will have a negligible effect on local air quality during both the construction and operation phases.
- 3.54.3 Further information can be found within the *Air Quality Assessment (June 2016)* and chapter 8 of the *Environmental Statement (June 2016)*.
- 3.54.4 Further discussions regarding air quality will be held with Liverpool City Council and it is considered sensible that further details required can be negotiated and potentially conditioned within the decision notice for this application.

### **3.55 Condition 54 – Lighting**

- 3.55.1 Further discussions regarding lighting design will be held with Liverpool City Council and it is considered sensible that further details required can be negotiated and potentially conditioned within the decision notice for this application.

### **3.56 Condition 55 – Code for Sustainable Homes**

- 3.56.1 This condition is now out of date as 1<sup>st</sup> January 2016 has passed, condition 56 will apply instead.

### **3.57 Condition 56 – Code for Sustainable Homes**

- 3.57.1 Further discussions regarding sustainability will be held with Liverpool City Council and it is considered sensible that further details required can be negotiated and potentially conditioned within the decision notice for this application.

### **3.58 Condition 57 – BREEAM**

- 3.58.1 Further discussions regarding sustainability will be held with Liverpool City Council and it is considered sensible that further details required can be negotiated and potentially conditioned within the decision notice for this application.

### **3.59 Condition 58 – Public Open Space and Key Linkages**

- 3.59.1 This development proposal is not situated within any of the allocated areas discussed in Schedule 5 of the *Liverpool Waters Outline Planning Consent (November 2011)* and therefore will not contribute to any of the key areas of public open space and key linkages stated.
- 3.59.2 However, public realm around the development will be improved and this can be seen within the drawings package and *Design and Access Statement (May 2015)*.
- 3.59.3 Condition 11 sets out how open space and relationships with future developments have been assessed.

### **3.60 Condition 59 – Control of retail and leisure floorspace delivery relative to residential and office occupation**

- 3.60.1 This does not apply to this application as it is not proposed to have any use classes within the development stated within the condition.

### **3.61 Condition 60 – Size of Convenience Goods Retail Units**

- 3.61.1 This does not apply to this application as it is not proposed to have any use classes within the development stated within the condition.

### **3.62 Condition 61 – Size of Comparison Goods Retail Units**

- 3.62.1 This does not apply to this application as it is not proposed to have any use classes within the development stated within the condition.

**3.63 Condition 62 – Removal of Permitted Development rights to prevent change of use, amalgamation, subdivision and installation of mezzanine floors to retail units**

- 3.63.1 This does not apply to this application as it is not proposed to have any use classes within the development stated within the condition.

**3.64 Condition 63 – Removal of Permitted Development rights to prevent change of use, amalgamation, subdivision and installation of mezzanine floors to retail units**

- 3.64.1 This does not apply to this application as it is not proposed to have any use classes within the development stated within the condition.

**3.65 Condition 64 – Removal of Permitted Development rights to prevent change of use, amalgamation, subdivision and installation of mezzanine floors to retail units**

- 3.65.1 This does not apply to this application as it is not proposed to have any use classes within the development stated within the condition.

**3.66 Condition 65 – Prevention of the sale or hire of motor vehicles**

- 3.66.1 This development complies with this condition and will not look to sell, hire, distribute or trade in motor vehicles on site.

**3.67 Condition 66 – Net to gross floor space ratios**

- 3.67.1 This does not apply to this application as it is not proposed to have any retail units within the development stated within the condition.

**3.68 Condition 67 – A3 and A4 Use Classes - Ventilation and Fume Control**

- 3.68.1 As this development does not propose any A3 or A4 use class activities then this condition does not apply to this application.

### **3.69 Condition 68 – Other Land Uses - Ventilation and Fume Control**

- 3.69.1 Further discussions regarding this request of information will be held with Liverpool City Council and it is considered sensible that further details required can be negotiated and potentially conditioned within the decision notice for this application.

### **3.70 Condition 69 – Emissions**

- 3.70.1 The development does not relate to heat and power generation from decentralised energy sources so does not need to comply with this condition.

### **3.71 Condition 70 – Highway Requirements**

- 3.71.1 Throughout the application process there has been discussions regarding Highway Requirements held with Liverpool City Council and further information can be found within the *Transport Assessment and Travel Plan (June 2016)*.
- 3.71.2 It is considered sensible that further details required can be negotiated and potentially conditioned within the decision notice for this application.

### **3.72 Condition 71 – Highway Requirements**

- 3.72.1 As this development is not situated in Neighbourhood C, D or E, condition 71 does not need to be complied with.

### **3.73 Condition 72 – Servicing / Parking Area Restrictions**

- 3.73.1 Details regarding the loading and unloading of vehicles for this development can be found within the drawings package and *Design and Access Statement (June 2016)*.

### **3.74 Condition 73 – Liverpool Airport**

- 3.74.1 This development does not fall under the definitions of a tall building so does not need to comply with this condition.

### **3.75 Condition 74 – Liverpool Airport**

- 3.75.1 This development does not fall under the definitions of a tall building so does not need to comply with this condition.

### **3.76 Condition 75 – Parcel 1F Archaeology**

- 3.76.1 This development does not fall within Parcel 1F so does not need to comply with this condition.

## **4 Conclusion**

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- 4.1.1 As can be seen across this *Liverpool Waters Conformity Statement* each condition of the extant permission has been reviewed and evaluated.
- 4.1.2 Where development does not conform to Liverpool Waters extant permission it is seen that there would be very little impact on the consent due to this.
- 4.1.3 As mentioned throughout the document, it is proposed that discussions take place with Liverpool City Council to discuss key conditions related to this development proposal. Further information requested regarding this proposal should be set within the conditions of the decision notice of the application.
- 4.1.4 This planning application complies with the majority of Liverpool Waters extant outline permission conditions (10O/2424) and should be granted permission.



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