

Certificate issued to:-
WYG Planning and Design
Quay West at MediaCityUK
Trafford Wharf Road
Trafford Park
Manchester
M17 1HH

Application No: **100/2424**
Date Issued: 19 June 2013

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY PLANNING (GENERAL DEVELOPMENT
PROCEDURE) ORDER 1995

Location: Liverpool Central & Northern Docks (Bramley Moore, Nelson, Salisbury, Collingwood, Trafalgar, Clarence Graving, West Waterloo, Princes Half Tide & Princes Docks), L3

Proposal: The comprehensive redevelopment of up to 60 hectares of former dock land to provide a mixed use development of up to 1,691,100 sq m, comprising: up to 733,200 sq m residential (Class C3) (9,000 units), up to 314,500 sq m business (Class B1), up to 53,000 sq m of hotel and conference facilities (Class C1) (654 rooms), up to 19,100 sq m of comparison retailing (Class A1), up to 7,800 sq m of convenience retailing (Class A1), up to 8,600 sq m of financial and professional services (Class A2), up to 27,100 sq m of restaurants and cafes (Class A3), up to 19,200 sq m of drinking establishments (Class A4), up to 8,900 sq m of community uses (Class D1), up to 33,300 sq m of assembly and leisure (Class D2) up to 17,600 sq m for a cruise liner facility and energy centre (Sui Generis), up to 36,000 sq m for servicing (Sui Generis), and up to 412,800 sq m for parking (Sui Generis) together with structural landscaping, means of access, formation of public spaces and associated infrastructure and public realm works. (Outline Application)

Applicant: Peel Land & Property (Ports) Ltd
Peel Dome
The Trafford Centre
Manchester
M17 8PL

Date Valid: 27/10/2010

In pursuance of its powers under the above-mentioned legislation, the Local Planning Authority on **14 June 2013 GRANTED** planning permission for the above-mentioned development in accordance with your application, subject to the compliance with the conditions specified on the attached schedule, for the reasons stated.

(see attached)

A handwritten signature in black ink, appearing to be 'G. A.', with a long horizontal stroke extending to the right.

Divisional Manager Planning

LIVERPOOL WATERS APPLICATION (Ref: 100/2424)
CONDITIONS 18th September 2012

STRUCTURE OF CONDITIONS

These Conditions are in 5 parts, A - E, followed by Informatives and Schedules as follows:

PART A – Overall Development Quantum & Parameters

Conditions 1 - 5 define the extent of the permission granted on the basis of the content of the application for outline planning permission.

PART B – Time Limits

The outline planning application reserved all details of layout, scale, appearance, access and landscaping for later approval by the Local Planning Authority (“the Reserved Matters”). Conditions 6 - 8 set time limits for the submission of Reserved Matters details for the first part of the development within 5 years from the date of this permission and for final details within 32 years of that date. They also set a time limit for development to start within 2 yrs of the final approval of the Reserved Matters details for the first part of the development.

PART C – Information to be Submitted Prior to the Submission of Applications for Reserved Matters Approval

Based on the “Principal Application Documents” and other relevant parts of the planning application, Conditions 9 - 24 identify the additional information that must be submitted to and approved by the Local Planning Authority prior to the submission of applications for Reserved Matters approval. An Implementation Phasing Plan and Highway and Public Transport Enhancement details must be provided in respect of the entire site. Additional requirements relate to the five defined “neighbourhoods” (corresponding to development phases) within the site. Detailed masterplans must be prepared in respect of each neighbourhood. Based on the neighbourhood masterplans, neighbourhood strategies are required to establish a more detailed technical framework within each part of the site within which detailed development proposals can be formulated and assessed.

PART D - Details to be Provided with Reserved Matters Applications

Conditions 25 - 43 define further details required by the Local Planning Authority alongside applications for approval of Reserved Matters details to provide the context necessary for consideration of those details. They relate to specific technical aspects of the development within each of the five neighbourhoods.

PART E – Compliance Conditions

Conditions 44 - 77 cover specific town planning considerations not addressed elsewhere in the Conditions and set controls which apply across the entire development.

INFORMATIVES

Not part of the conditions themselves, the informatives provide associated advice together with the Local Planning Authority’s Reason for Approval

SCHEDULES

The Schedules elaborate on the information required by the Local Planning Authority in connection with certain conditions.

S106 AGREEMENT

This permission is subject to a legal agreement under s106 of the Town & Country Planning Act 1990 and the obligations contained that agreement must be satisfied along with the conditions of this permission.

PART A.

Overall Development Quantum & Parameters

1. This outline planning permission approves the following maximum quantum of development (gross internal floorspace):

- 314,500 sq m of office space (Class B1 Businesses);
- 733,200 sq m of residential space accommodating 9,000 residential units (Class C3 Dwelling Houses);
- 53,000 sqm of hotel and conference (Class C1 Hotels);
- 19,100 sq m of comparison retailing(Class A1 Shops);
- 7,800 sq m of convenience retailing (Class A1 Shops);
- 8,600 sq m of financial and professional services (Class A2);
- 27,100 sq m of restaurants, cafes (Class A3);
- 19,200 sq m of drinking establishments (Class A4);
- 8,900 sq m of non residential institutions(Class D1);
- 33,300 sq m assembly and leisure (Use Class D2);
- 17,600 sq m of cruise liner terminal and energy centre (Sui Generis);
- 36,000 sq m internal servicing (Sui Generis)
- 412,800 sq m parking (Sui Generis).

Reason: To ensure that the development is carried out in accordance with the approved plans and within the parameters of the grant of planning permission, including the principles of the Masterplan and the details of the application that have been assessed by the Environmental Impact Assessment and other supporting application documents.

2. The total floorspace provided within each neighbourhood shall not exceed the amount defined for each land use provided in Table 2.2 of the Statement of Key Development Principles and as shown in Schedule 1 of this permission.

Reason: The floorspace allocations referred to have been subject to Environmental Impact Assessment and the Transport Assessment (November 2011) and any material alteration to the configuration proposed and hereby approved may have an impact that has not been tested by the EIA.

3. The development hereby approved shall only be implemented in general conformity with the following submitted application documents (The Principal Application Documents):

- Updated Planning Application form (November 2011);
- Statement of Key Development Principles (November 2011);
- Parameter Plan Report (incorporating Parameter Plans) (November 2011);
- Design and Access Statement (November 2011);
- Building Characterisation & Precedent Study (November 2011) ("BCPS");
- Public Realm Characterisation & Precedent Study (November 2011) ("PRCPS");
- Conservation Management Plan for the Protection, Conservation and Preservation of Heritage Assets (November 2011);
- Liverpool Waters Indicative Masterplan (October 2011)

received by the Local Planning Authority on the 8th & 16th December 2011.

Reason: To ensure that the development is carried out in accordance with the application hereby approved and delivers a sustainable, co-ordinated and high quality form of development in accordance with Liverpool Unitary Development Plan (2002), Liverpool Submission Draft Core Strategy (2012), the National Planning Policy Framework (NPPF) (2012) and Liverpool's Maritime Mercantile World Heritage Site SPD (2009).

4. Any development undertaken under the benefit of this permission shall conform generally to the parameters set out in the Parameter Plans submitted with the application hereby approved and no reserved matters applications shall be submitted for any development which:

- a). differs from the boundaries of the Neighbourhoods indicated on Parameter Plan 002;
- b). differs from the phasing sequence to that indicated in Parameter Plan 003
- c). differs from the development Parcels specified in Parameter Plan 004;
- d) differs from the development Plots specified in Parameter Plan 005
- e). exceeds the building heights specified in Parameter Plan 006;

unless otherwise agreed by the Local Planning Authority.

Reason: The development hereby approved has been subject to an Environmental Impact Assessment and a Transport Assessment and any material alteration to the overall configuration tested might have an impact that has not been assessed by this outline application.

5. The development shall be carried out within the scope tested in the Liverpool Waters Environmental Impact Assessment and incorporate the mitigation measures set out in the Environmental Statement (November 2011) as summarised in Schedule 6 of this permission.

Reason: To ensure that the development is carried out in accordance with the principles of mitigation that have been assessed by the EIA.

PART B.

Time Limits

6. Approval of the details of the layout, scale, appearance, access and landscaping of the development (hereinafter called the "Reserved Matters") shall be obtained from the Local Planning Authority in writing in relation to each part of the development hereby approved before any development is commenced in that particular part.

Reason: To comply with Sections 92 (2), (4) and (5) of the Town & Country Planning Act 1990 as the application was submitted for outline permission only and these matters were reserved by the applicant for subsequent approval.

7. The first part of the development hereby permitted shall be begun not later than whichever is the later of the following dates:

- (a) the expiration of 7 years from the date of this permission; or
- (b) the expiration of two years from the final approval of the associated reserved matters, or
- (c) in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: The imposition of the condition is pursuant to Sections 92 (2) (4) and (5) of the Town & Country Planning Act 1990 and a period of 7 years is considered to be a reasonable time limit in view of the extent and timescale of the proposal.

8. Notwithstanding the provisions of condition 7, applications for the approval of all reserved matters in respect of the first part of the approved development shall be made to the Local Planning Authority not later than 5 years from the date of this permission and applications for the approval of all reserved matters in respect of the entire development shall be made to the Local Planning Authority not later than 32 years from the date of this permission, and shall be in general accordance with the phasing sequence of the approved Phasing Parameter Plan 003, as set out in condition 4(b) of this permission.

Reason: To comply with Sections 92 (2), (4) and (5) of the Town and Country Planning Act 1990 (as amended).

PART C

Information to be Submitted Prior to the Submission of Applications for Reserved Matters Approval

Implementation Phasing Plan

9. Prior to the approval of any reserved matters an Implementation Phasing Plan shall be submitted to and agreed in writing by the Local Planning Authority. The Implementation Phasing Plan shall ensure that the development hereby approved progresses generally from the city centre northwards towards the Northern Docks, as set out in condition 4 of this permission. The development shall thereafter be implemented in accordance with the approved Implementation Plan or as otherwise agreed by the Council.

Reason: To ensure that the development is carried out in accordance with the Principal Application Documents.

Highway & Public Transport Enhancement Strategy

10. Prior to the submission of the first application for reserved matters approval a Highway & Public Transport Enhancement Strategy shall be submitted to and approved in writing by the Local Planning Authority which outlines the means for implementing the highway and public transport enhancement works required to serve the development progressively in accord with the quantum of development, in terms of public transport, vehicles, cycles and pedestrians as defined in the Transport Assessment (Do Something Network Changes report) and listed in Schedule 2 of this permission. Based on the documents supporting the planning application hereby approved, this strategy shall provide a strategic level framework to inform the determination of all of the reserved matters applications. Notwithstanding the provisions of the approved Transport Assessment, the Strategy will demonstrate how the essential highway works specified in Table 1 of the 'Do Something Network Changes' report of the Transport Assessment will be delivered, along with mechanisms for monitoring and reviewing the Transport Assessment and Travel Planning process in advance of any development in Neighbourhoods B, C, D & E or 2021, whichever is the earlier, as set out within Schedule 3 of this permission. For the avoidance of doubt the Strategy shall detail remedial measures to be taken in the event that targeted travel mode splits and Travel Plan targets are not met (referenced in the submitted Supplementary Document A - Transport Trip Generation Strategy and Modelling Approach & Supplementary Document A - Transport Baseline and Policy Background Report). The development shall thereafter be implemented in accordance with the approved Strategy.

Reason: To ensure that the development is carried out generally in accordance with the Principal Application Documents and the details of the application that have been assessed by the EIA and TA

Detailed Neighbourhood Masterplans

11. Prior to the submission of the first application for reserved matters approval within each respective neighbourhood identified in Parameter Plan 002 a Detailed Neighbourhood Masterplan for that particular neighbourhood based on the Principal Application Documents shall be submitted to and approved in writing by the Local Planning Authority which shall provide the context for all reserved matters applications made within that neighbourhood. The Detailed Masterplan shall include the following information for the neighbourhood:

- i. Details of all individual development sites proposed;
- ii. Details of the infrastructure proposed to support development;
- iii. A land use typology plan to inform the land use distribution;
- iv. A list of 'Key Design Principles' that establishes the context for all development;
- v. A Design Code reflecting the details outlined in Schedule 4 of this permission that will establish the design criteria and objectives for all development;
- vi. Arrangements for producing Development Briefs for each of the key buildings and spaces (as defined in the Principal Application Documents (BCPS and PRCPs));
- vii. Details of all roads and access/egress points, indicating the hierarchy of streets, level of pedestrian priority and capacity for public transport, service vehicles and emergency vehicles;
- viii. Key pedestrian and cycle routes;
- ix. Details of planned public transport provision;
- x. A statement of Inclusive Design & Access principles;
- xi. The general disposition of building plots, public realm and movement routes within development parcels and plots;
- xii. Details of the proposed scale and massing in three dimensional form of each building/development plot;
- xiii. Provision of key open space and linkages informed by the indicative list contained in Schedule 5 of this permission;

- xiv. A strategy for providing public art;
- xv. Details of landscaping and materials palettes;
- xvi. Response to heritage assets including the planned conservation of historic surfacing and artefacts and the conservation and integration of sub-surface archaeological structures;
- xvii. Details of the community and social infrastructure;
- xviii. Details of recreational facilities proposed;
- xix. Details of any energy centres proposed and other localised or renewable energy generating sources;
- xx. Arrangements for servicing including waste disposal;
- xxi. Proposals for addressing flood risk including existing and proposed site levels, finished floor levels of buildings and emergency access routes; and
- xxii. Provisions for addressing microclimate factors in the siting, scale, massing and design of buildings and landscaped areas.

All reserved matters applications shall be in accordance with the approved Detailed Neighbourhood Masterplans.

Reason: To ensure that the development is carried out in accordance with the Principal Application Documents and the EIA so as to deliver a sustainable, co-ordinated, inclusive and high quality form of development that is supported by the necessary infrastructure and facilitates integration with the City Centre and North Liverpool in accordance with Policies GEN6, HD18, HD19, OE14, T1, T6, T7, T10, C1, C3, C4, C5, C8, C9 & C10 of the adopted Liverpool UDP, Liverpool's Maritime Mercantile World Heritage Site – SPD, and the NPPF.

Detailed Neighbourhood Phasing Plan

12. Prior to the submission of the first application for reserved matters approval within each respective neighbourhood a Detailed Phasing Plan shall be submitted to and approved in writing by the Local Planning Authority for that particular neighbourhood based on the Principal Application Documents and the detailed masterplan for that neighbourhood that shows how the proposed development accords with the approved Phasing Parameter Plan 003 and the overall site wide Implementation Phasing Plan as outlined under Condition 9 attached to this permission. The Detailed Neighbourhood Phasing Plan shall include the following:

- i. A general timetable for the delivery of development parcels and plots and supporting infrastructure;
- ii. Details of proposed enabling and construction works, including site preparation, demolition, clearance, level changes, interim uses, and interim surface and boundary treatment,;
- iii. A schedule of planned highway works for vehicular, pedestrian and cycle routes and disabled access, including highway and public transport mitigation and associated infrastructure as set out in Schedule 2 of this permission;
- iv. A schedule for infrastructure provision and reinforcement relating to that neighbourhood, including foul and surface water drainage, water supply, energy supply and telecommunications; .
- v. The provision of key open space and linkages for the neighbourhood indicated on Parameter Plan 007 and referred to in Schedule 5 of this permission relative to the delivery of specific development parcels and plots,;
- vi. Details relating to the provision of supporting community & social Infrastructure proposed for the neighbourhood (with due regard to the requirements of Schedule 9 of the s106 Agreement attached to this permission).
- vii. Details relating to the provision of recreational facilities, including equipped play spaces and outdoor sports facilities relative to parks and other open spaces/public realm.

Reason: To ensure that the individual components of the scheme are delivered in a fully co-ordinated manner, which ensures the development is well integrated with the City Centre and North Liverpool and supported by the necessary infrastructure in accordance with Policies GEN6, HD18, HD19, OE14, T1, T6, T7, T10, C1, C3, C4, C5, C8, C9 & C10 of the adopted Liverpool UDP, Liverpool's Maritime Mercantile World Heritage Site – SPD, & the NPPF.

Neighbourhood Conservation Management Strategy

13. Prior to the submission of the first application for reserved matters approval in each respective neighbourhood, a Conservation Management Strategy for that particular neighbourhood based on the Principal Application Documents and the detailed masterplan for that neighbourhood referred to in Condition 11 and having regard to the "Conservation Management Requirements" listed in Schedule 7 to this planning permission shall be submitted to and approved in writing by the Local Planning Authority. The Conservation Management Strategy shall take forward the objectives of the approved Conservation Management Plan (November 2011) for that neighbourhood and shall comprise:

- i. a detailed schedule of all heritage assets within the relevant neighbourhood based on the Conservation Management Plan (November 2011), Table 4.4 of the Environmental Statement (November 2011) and the Archaeology Deposit Model (November 2011);
- ii. a framework for ensuring that all surface level and sub-surface heritage assets are conserved and integrated within the development proposed within that neighbourhood in a manner appropriate to their significance,
- iii. the measures planned to ensure that the siting of any buildings planned in the neighbourhood will not detrimentally impact upon significant heritage assets across the approved development;
- iv. the measures planned to ensure that all significant heritage assets are maintained in situ unless otherwise agreed by the Local Planning Authority;
- v. the planned arrangements for addressing delivery of the heritage requirements listed in Schedule 7 of this permission through the implementation of the Conservation Management Plans required by condition 27 of this permission.

The development shall thereafter be implemented in full accordance with the details approved.

Reason: To ensure that the development is carried out in accordance with the Principal Application Documents which have been tested by the EIA & Heritage Impact Assessment by setting out the steps planned to safeguard the heritage assets within the neighbourhood in accordance with Policies GEN3, HD5, HD8, HD11, HD12, HD18 of the adopted Liverpool UDP, Liverpool Maritime Mercantile City World Heritage Site – SPD & the NPPF.

Archaeological Evaluation and Investigation

14. Prior to the commencement of development (including site preparation, remediation and demolition) within any neighbourhood (or part of a neighbourhood with the Local Planning Authority's written permission) a Written Scheme of Investigation ("WSI") in relation to that neighbourhood or part neighbourhood shall be submitted by the applicant for approval in writing by the Local Planning Authority. The WSI shall be based upon the Principal Application Documents, the Environmental Statement, the Archaeological Deposit Model and the relevant Neighbourhood Conservation Management Strategy and shall detail the scope and programme of archaeological evaluation and excavation and subsequent analysis and reporting. The evaluation and excavation set out in the WSI shall be managed by a professional archaeologist and shall relate to all parts of the neighbourhood or part neighbourhood identified as being of medium or high archaeological potential in which buildings, roads or infrastructure are planned in the detailed Neighbourhood Masterplan approved under condition 11 of this permission in order to identify the precise nature and location of any below ground archaeological features. The results of the excavation and investigations should be added as updates to the Liverpool Waters Archaeology Deposit Model (November 2011) forming part of the application and disseminated in accordance with proposals set out in the WSI.

Reason: To ensure that archaeological investigations are undertaken to inform the most suitable means of conserving archaeological heritage assets of the site in accordance with Policy HD17 of the adopted Liverpool UDP, Liverpool Maritime Mercantile City World Heritage Site – SPD & the NPPF.

Neighbourhood Water Environment Protection Strategy

15. Prior to the submission of the first application for reserved matters approval in each respective neighbourhood, a Water Environment Protection Strategy based on the Principal Application Documents and Detailed Neighbourhood Masterplan that relates to that particular neighbourhood and has regard to the wider application site shall be submitted to and approved in writing by the Local Planning Authority. The Water Protection Strategy shall outline provisions to ensure the protection of water courses, controlled waters (inland fresh waters, coastal waters and relevant territorial waters), groundwater and dock water space, in construction and operation, for that particular neighbourhood in the context of the overall development and the mitigation measures stated in the ES submitted in support of the application. The approved neighbourhood Water Environment Protection Strategy shall include provision for monitoring and review, and together with the Principal Application Documents, provide a strategic level framework in order to inform the determination of reserved matters applications in that particular neighbourhood, which should be consistent with the strategy.

Reason: To ensure that the development is carried out in accordance with the approved Principal Application Documents which have been tested by the EIA and the Flood Risk Assessment Addendum and that suitable

arrangements are in place to minimise the risks of contamination and pollution of the aquatic environment in accordance with Policies GEN8, OE4, OE5, OE6, EP1, EP2, EP9, EP10, EP11 & EP12 of the adopted Liverpool UDP, the NPPF, The Environmental Protection Act (1990) and the Freshwater Fish Directive & Water Framework Directive (& Groundwater Regulations 2009).

Neighbourhood Ecological & Biodiversity Strategy

16. Prior to the submission of the first application for any reserved matters approval in each respective neighbourhood, an Ecological & Biodiversity Strategy based on the Principal Application Documents and Detailed Neighbourhood Masterplan that relates to that particular neighbourhood and has regard to the wider application site shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall summarise the means of safeguarding all protected species of relevance and supporting habitats during construction and operation within the respective neighbourhood including consideration of pathways to protected European sites by the following measures:

- i. The means, method and timeframe for carrying out updated bird surveys and impact assessments for bats and migratory and/or over wintering birds;
- ii. The methodology and timeframe for carrying out (seasonal) monitoring of fish and other water species within the dock system;
- iii. Working practices to address phasing of construction, construction vehicles, routing and speed limits during removal of existing buildings, vegetation and other suitable breeding habitats;
- iv. Details of habitat creation;
- v. Design of buildings and spaces in terms of layout, design, materials and lighting to avoid creating barriers to bird migration and aviation and reduce risk of bird strikes particularly in relation to tall buildings;
- vi. Means and methodology for the monitoring and management of water quality within the dock system which shall inform mitigation to safeguard fish and other water species, including the aeration of dock water spaces;
- vii. Methods for controlling leisure boat activity within the dock system;
- viii. Methods for controlling gulls and pigeons roosting on buildings;
- ix. Mechanisms for monitoring and reviewing the effectiveness of agreed ecological and biodiversity mitigation against identified targets and means for enhancing mitigation where those targets are not met; and
- x. Mechanisms to ensure protection of Sefton Coast SAC (Seaforth Docks to Formby Point) from recreational disturbance overseen by the Liverpool Waters Coordination Panel in accordance with Schedule 6 of this permission.

Reason: To ensure that the development is carried out in accordance with the Principal Application Documents that have been assessed by the EIA and to protect the ecological environment within the site during the implementation of the development and preserve its future biodiversity in accordance with Policies GEN8, OE4, OE5, OE6, OE7, EP11 & EP12 of the adopted Liverpool UDP, the NPPF, The Environmental Protection Act (1990), Environment Act (1995), Air Navigation Order (2009), Conservation of Habitats and Species Regulations 2010) & European Conservation of Wild Birds Directive (79/409/EEC) ("The Birds Directive").

Neighbourhood Sustainability Strategy

17. Prior to the submission of the first application for reserved matters approval in each respective neighbourhood, a Sustainability Strategy based on the Principal Application Documents that relates to that particular neighbourhood and the detailed masterplan for that neighbourhood and which has regard to the wider application site, shall be submitted to and approved in writing by the Local Planning Authority. It shall set out the means of delivering the sustainable development principles for that particular neighbourhood in the context of the overall development and shall detail measures to be taken in the design, construction and management of the buildings so as to secure efficient use of resources.

Reason: To ensure that the development is carried out in accordance with the approved Principal Application Documents and Sustainability Appraisal and the details of the application that have been assessed by the EIA so as to deliver a sustainable form of development in conformity with Policies GEN 1, GEN 7 & GEN 8 of the adopted Liverpool UDP and the NPPF.

Neighbourhood Energy Strategy

18. Prior to the submission of the first application for reserved matters approval in each respective neighbourhood, an energy strategy for that neighbourhood, based on the Principal Application Documents and the details within Table 16 of the approved Energy Strategy, shall be submitted to and approved in writing by the Local Planning Authority. The Neighbourhood Energy Strategy shall set out the means of minimising the impact on the use of non-renewable energy

resources, minimising carbon emissions and waste within that neighbourhood with due regard to the detailed masterplan for that particular neighbourhood and development elsewhere within the wider application site.

Reason: To limit impact on the use of non-renewable energy resources and minimise carbon emissions and waste in accordance with the Principal Application Documents and Energy Statement in the interests of living within environmental limits and mitigating adverse impacts of climate change in conformity with Policies HD21 & EP16 of the adopted Liverpool UDP and the NPPF.

Neighbourhood Inclusive Access Strategy

19. Prior to the submission of the first application for reserved matters approval in each respective neighbourhood, an Inclusive Access Strategy based on the Principal Application Documents that relates to that particular neighbourhood and the detailed masterplan for that neighbourhood and has regard to the wider application site shall be submitted to and approved in writing by the Local Planning Authority. The neighbourhood Inclusive Access Strategy shall outline the means of ensuring inclusive access for all users of Liverpool Waters in terms of the design of buildings, public realm and movement routes, including use by people with disabilities (visual and mobility impaired) and for parents with push chairs.

Reason: To ensure that the development is carried out in accordance with the Principal Application Documents in a manner that adheres to the principles of best practice and Liverpool City Council's Design for Access for All – SPD and conforms to Policies HD18 & HD19 of the adopted Liverpool UDP, and the NPPF.

Neighbourhood Ground Contamination & Earthworks Strategy

20. Prior to the submission of the first application for reserved matters approval in each respective neighbourhood, a Ground Contamination & Earthworks Strategy based on the Principal Application Documents that relates to that particular neighbourhood and the detailed masterplan for that neighbourhood and has regard to the wider application site shall be submitted to and approved in writing by the Local Planning Authority. The Neighbourhood Ground Contamination & Earthworks Strategy shall set out the planned means of delivering the development proposed within the detailed masterplan approved under condition 11 for that neighbourhood, with due regard to the targets for the overall development and the mitigation measures stated in the Environmental Statement submitted in support of the application. The approved Ground Contamination and Earthworks Strategy shall include the following:

- i. Assessment methodology;
- ii. Site characterisation;
- iii. Arrangements for verification of ground contamination;
- iv. Provision for the submission of a remediation scheme;
- v. Provision for implementation of an approved remediation scheme;
- vi. Arrangements for reporting of unexpected contamination; and
- vii. Long-term monitoring and maintenance.

The strategy must accord with the principles of DEFRA and the Environment Agency's '*Model Procedures for the Management of Land Contamination, CLR 11*'.

The approved Neighbourhood Ground Contamination & Earthworks Strategy shall provide the strategic level framework to inform the determination of reserved matters applications in that particular neighbourhood which should be consistent with the strategy.

Reason: To control risks from land contamination to construction workers, future users of the site and neighbouring land and buildings, together with those risks to controlled waters (inland fresh waters, coastal waters and relevant territorial waters),, air quality and ecological systems, and to ensure that development can be carried out safely without unacceptable risks to land, buildings, and structures in accordance with Policies GEN8, OE4, OE5, OE6, EP1, EP2, EP3, EP11 & EP12 of the adopted Liverpool UDP and the NPPF.

Neighbourhood Flood Risk Protection Measures

21. Prior to the submission of the first application for reserved matters approval in each respective neighbourhood, a Flood Risk Protection Strategy based on the Principal Application Documents that relates to the detailed masterplan for that neighbourhood and which has regard to the wider application site shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall include the means of delivering the development indicated in the Masterplan and the mitigation measures stated in the ES and the Strategic FRA Addendum submitted in support of the application. The approved strategy shall include provision for monitoring and review, and provide a strategic level

framework to inform the determination of reserved matters applications in that particular neighbourhood. The Strategy shall include the following:

- i. Provision for flood risk assessments to be submitted and agreed by the Local Planning Authority in writing for that neighbourhood;
- ii. Provision for the submission of a Neighbourhood Surface Water Management strategy for the neighbourhood concerned to be submitted to and agreed in writing by the Local Planning Authority prior to any site remediation, preparation or demolition commencing;
- iii. Provision for flood risk protection measures to be submitted and agreed in writing by the Local Planning Authority for all future ground, building and emergency access route levels and topography within that neighbourhood. These shall adhere to the minimum finished floor levels (FFLs) of the Strategic FRA Addendum (November 2011) as a default position; and
- iv. Provision for a Flood Evacuation Strategy to be submitted and agreed in writing by the Local Planning Authority for the neighbourhood that ensures the safe and inclusive evacuation of all site users in the event of flooding. .

Reason: To deliver a safe form of development which is resilient to both tidal and surface water flooding, including flooding as a result of climate change, in accordance with Policy GEN8, OE4, OE5, OE6 & EP13 of the adopted Liverpool UDP & the NPPF.

Neighbourhood Travel Plans

22. Prior to the submission of the first application for any reserved matters approval in each respective neighbourhood a Strategic Neighbourhood Travel Plan based on the Principal Application Documents that relates to that particular neighbourhood and the detailed masterplan for that neighbourhood and which has regard to the wider application site shall be submitted to and approved in writing by the Local Planning Authority. The Strategic Neighbourhood Travel Plan shall set out the means for achieving the sustainable travel plan principles for that particular neighbourhood in the context of the overall development including planned arrangements in respect of Travel Plans for each development parcel/plot and the appointment of Travel Plan Coordinators.

Reason: To ensure that the development is carried out in accordance with the Principal Application Documents and the details of the application assessed by the EIA and TA and is supported by the necessary highway parking and public transport infrastructure and in the interests of reducing car travel in accordance with Policies T1, T2, T6, T7, T8, T9, T10, T13, T15 & EP11 of the adopted Liverpool UDP, Liverpool's Ensuring a Choice of Travel – SPD, and the NPPF.

Neighbourhood Waste Minimisation and Management Strategy

23. Prior to the submission of the first application for reserved matters approval in each respective neighbourhood a Waste Minimisation and Management Strategy based on the Principal Application Documents for that particular neighbourhood and the detailed masterplan for that neighbourhood shall be submitted to and approved in writing by the Local Planning Authority. The Neighbourhood Waste Minimisation and Management Strategy shall outline the means of ensuring that all waste will be managed through a comprehensive, controlled and efficient procedure in accordance with the Waste Management Hierarchy with the overriding objective of minimising waste production, in construction and operation. The Waste Minimisation and Management Strategy shall include the following:

- i. the means and method for carrying out quantitative waste impact assessments;
- ii. arrangements for servicing including waste disposal;
- iii. the methods of reducing waste and promoting recycling and planned transportation of waste; and;
- iv. the means and manner for storing and managing oils, fuels, chemicals or other hazardous waste substances

Reason: To ensure that the development is carried out in accordance with the Principal Application Documents and the details of the application that have been assessed by the EIA so as to deliver a safe and sustainable form of development, which minimises waste production and the distances it is transported, and reduces risks of contamination and pollution of the site, neighbouring land and the water and air environment in accordance with Policies GEN8, OE4, OE5, OE6, EP9, EP10, EP11 & EP12 of the adopted Liverpool UDP, the NPPF & Water Framework Directive.

Neighbourhood Car & Cycle Parking Management Strategy

24. Prior to the submission of the first application for reserved matters approval in each respective neighbourhood a Car & Cycle Parking Management Strategy that relates to that particular neighbourhood based on the Principal Application Documents and the detailed Neighbourhood Masterplan which has regard to the wider application site shall be submitted to and approved in writing by the Local Planning Authority. The Neighbourhood Car & Cycle Parking Management Strategy shall set out how likely parking demand generated by the development in that particular neighbourhood, during both construction and operation, will be met and, in particular, how the mitigation measures that justify the assumptions in the TA will be applied. The approved strategy will provide a strategic level framework to inform the determination of reserved matters applications in that particular neighbourhood, which should be consistent with the strategy and include the following:

- i. total number of car parking spaces as a proportion of the approved maximum of 13,100 car parking spaces for the approved development for Liverpool Waters as a whole and the total number of cycle spaces;
- ii. ratio of parking provision relative to use (vehicles and cycles);
- iii. arrangements for temporary car parking;
- iv. directional signage;
- v. surface marking;
- vi. accessible/disabled car parking (minimum provision 6%);
- vii. charging points for electric vehicles;
- viii. cycle storage facilities ;
- ix. lighting & CCTV installations;
- x. arrangements for service vehicles;
- xi. 'Car Club' and any supporting facilities;
- xii. Planned measures to ensure that basement car parks do not damage dock walls;
- xiii. Provisions for the future monitoring and review of strategies.

Reason: To ensure that the development is carried out in accordance with the approved Principal Application Documents and the details of the application that have been assessed by the EIA & TA so as to deliver a sustainable, co-ordinated and high quality form of development that is supported by the appropriate level of car and cycle parking infrastructure provision in the interests of reducing travel by means of private car in accordance with Policies T1, T2, T6, T7, T8, T9, T10, T13, T15 & EP11 of the adopted Liverpool UDP, Liverpool's Ensuring a Choice of Travel – SPD, and the NPPF .

PART D. Details to be Provided with Reserved Matters Applications

Buildings and Structures

25. All applications seeking approval of reserved matters details of the layout, scale or appearance of buildings and structures shall include the following information unless agreed in writing by the Local Planning Authority to be not relevant to that particular application:

- i. Precise siting details of the proposed buildings
- ii. Numbers, sizes and types of residential units (if relevant);
- iii. Floor layout plans, including basement and roof plans and the mass and elevation in three dimensional form;
- iv. Height, width and depth;
- v. Elevation drawings;
- vi. Cross section drawings;
- vii. A design context statement;
- viii. Details of basements;
- ix. Details of building foundations;
- x. Details of shopfront treatment, including interim treatment of any unoccupied units;
- xi. All external materials, including ground surfaces;
- xii. Window and door design, configuration and treatment;
- xiii. Service areas, including plant equipment and refuse storage, recycling and disposal facilities;
- xiv. Details of integration and interpreted heritage assets;
- xv. Inclusive access / means of escape audit of all buildings and contiguous areas of public realm and movement routes;
- xvi. Siting and design of all lighting, CCTV and way-finding signage installations to all buildings;
- xvii. Any necessary contaminated land and gas migration barriers in the design of building foundations and basements; and
- xviii. Details of podiums, canopies, entrances and stepped facades on buildings, wind screens to roof gardens, elevated terraces and observational viewing areas to mitigate adverse microclimate conditions.

Reason: These details have not been provided with the outline application and the Local Planning Authority requires this information to ensure the development delivers a high quality, sustainable and inclusive form of development in accordance with Policies HD5, HD8, HD11, HD12 & HD18 of the adopted Liverpool UDP, Liverpool's Maritime Mercantile World Heritage Site – SPD, & the NPPF.

Public Realm, Landscaping and Movement Routes

26. All applications seeking approval of reserved matters details of access and landscaping shall include the following information unless agreed to be not relevant to that particular application by the Local Planning Authority in writing:

- i. Provision of public realm, amenity space, recreational and leisure facilities;
- ii. Interim and final hard and soft landscaping treatments, including water spaces;
- iii. Detailed landscaping design of all green spaces, including the provision of wind screens/breaks that mitigate adverse microclimate impacts from wind and linear tree and shrub planting that fosters habitat creation, along with future maintenance regimes;
- iv. Siting and design of alternative winter bird roosting sites;
- v. Measures for integrating necessary contaminated land and gas migration barriers;
- vi. Inclusive access / means of escape audit for all areas of public realm and movement routes;
- vii. Proposed site levels and topography

Reason: These details have not been provided with the outline application and the local planning authority requires this information to ensure the development delivers a high quality, sustainable, co-ordinated and inclusive form of development that is supported by the necessary level and quality of public amenity space with a high degree of permeability in the interests of visual, residential and environmental amenity, whilst conserving the sensitive, historic character and setting of the site and its surroundings in accordance with Policies Gen 6, HD5, HD8, HD11, HD12, HD18, HD19, HD23, HD24 & OE14 of the adopted Liverpool UDP, and the NPPF.

Conservation Management of Heritage Assets

27. All applications for reserved matters approval shall, unless agreed not to be relevant by the Local Planning Authority, be supported by a detailed Conservation Management Statement relating to the site of the reserved matters application concerned setting out the proposed means of conserving all heritage assets within that site on the basis of the Neighbourhood Conservation Management Strategy approved under Condition 13 attached to this permission and Schedule 7 of this permission. The detailed Conservation Management Statement shall include:

- i. cross-reference to the GIS Archaeology Deposit Model (November 2011) as updated by subsequent detailed research undertaken in accordance with Condition 14 of this permission;
- ii. an up-to-date condition survey of all above ground heritage assets;
- iii. planned arrangements for how any heritage assets within the site will be conserved within the proposed development;
- iv. specifications and schedules of work, methodology and materials for the conservation of any surface level heritage assets within the reserved matters site;
- v. a schedule of any planned applications for listed building consent;
- vi. a detailed phasing programme for the conservation of any surface-level heritage assets;
- vii. arrangements for publishing the recorded information digitally for popular, professional and academic access;
- viii. a programme of on-site and digital interpretation;
- ix. A programme for providing controlled public observation of the conservation of selected heritage assets during development (e.g. during archaeological excavation and events such as Heritage Open Days, International World Heritage Days and River Festivals);
- x. A detailed programme of any feature lighting of heritage assets within the site;

Reason: To ensure that the development is carried out in accordance with Principal Application Documents including the Conservation Management Plan (November 2011) and that arrangements are agreed for the conservation of

heritage assets within the site in order both to safeguard the Outstanding Universal Value of Liverpool's Mercantile City World Heritage Site and to conserve heritage assets throughout the site in a manner appropriate to their significance in conformity with Policies GEN3, HD5, HD8, HD11, HD12, HD18 of the adopted Liverpool UDP, Liverpool Maritime Mercantile City World Heritage Site – SPD & the NPPF.

Recreation Facilities

28. Prior to the submission of the first application seeking the approval of reserved matters details involving residential uses in each of the Neighbourhoods C, D and E the Applicant must submit for approval in writing by the Local Planning Authority details of a multi-use games area (MUGA) to be included in each of those Neighbourhoods. Thereafter, each MUGA must be completed prior to residential occupation of that neighbourhood in accordance with the approved Detailed Neighbourhood Phasing Plan for the neighbourhood. Each MUGA shall:

- i. Be situated in an easily accessible location;
- ii. Comprise a sports playing pitch of not less than 37m x 18.5m;
- iii. Include provision for support facilities including (but not exclusively) car parking, floodlighting and changing facilities; and
- iv. Comply with the design and construction standards for MUGAs set by Sport England (or any relevant successor body).

Development shall thereafter be implemented in accordance with the approved details and such facilities that are approved shall be retained thereafter.

Reason: These details have not been provided with the outline application and the Local Planning Authority requires this information to ensure that the development delivers a sustainable, co-ordinated, inclusive and high quality designed form of development that is supported by necessary sports and recreation facilities in the interests of local health and amenity, in accordance with Policies C8, C9 of the adopted Liverpool UDP, Policy L1 of RSS13, and the NPPF.

29. Prior to submission of the first application seeking approval of details of reserved matters involving residential use in Neighbourhoods C, D and E, the Applicant shall submit for the written approval by the Local Planning Authority details of an equipped play area to be included in each of those Neighbourhoods. Each equipped play area must be completed prior to residential occupation of that particular neighbourhood (in accordance with the Detailed Neighbourhood Phasing Plan) and shall make provision for the following:

- an equipped play facility with an area of at least 400sqm; and
- at least 6 no. pieces of play equipment.

Development shall thereafter be implemented in accordance with the approved details and such facilities that are approved shall be retained thereafter.

Reason: These details have not been provided with the outline application and the local planning authority requires this information to ensure that the development incorporates these essential facilities in the interests of local health and amenity in accordance with the requirements of Policy 10 of the adopted Liverpool UDP and the NPPF.

Groundworks Investigation Statement

30. Prior to the commencement of development in any neighbourhood (or part of any neighbourhood) a Groundworks Investigation Statement shall be submitted to and approved in writing by the Local Planning Authority setting out how the development in that neighbourhood or part neighbourhood will contribute towards meeting the Neighbourhood Ground Contamination & Earthworks Strategy referred to in Condition 20. The Groundworks Investigation Statement shall include the following details:

- (i) Materials Management Plan;
- (ii) Gas mitigation measures;
- (iii) Remediation infrastructure;
- (iv) Details of the phasing of earthworks and ground remediation; and
- (v) Investigation and remediation of unexploded ordnance (UXO), prior to any ground preparation or construction work commencing on site.

Reason: To ensure that the development is carried out in accordance with the Principal Application Documents that have been tested by the EIA so as to deliver a safe form of development whereby risks from land contamination to

construction workers, future users of the site and neighbouring land and buildings are controlled acceptably in accordance with Policies GEN8, OE4, OE5, OE6, EP1, EP2, EP3, EP11 & EP12 of the adopted Liverpool UDP and the NPPF.

Drainage Details

31. Prior to the construction of any building or area of public realm a detailed statement shall be submitted for written approval by the Local Planning Authority setting out how that building or area will include means of disposal of foul and surface water that ensure the protection of the water environment, and provide for adequate foul water drainage for that part of the development during both construction and operation in accord with the Neighbourhood Water Environment Protection Strategy referred to in Condition 15 attached to this permission. The statement of drainage details shall include for the building or area concerned the following information:

- (i) detailed and quantitative foul and surface water drainage assessments;
- (ii) details of measures for sustainable water use;
- (iii) reinforcement of existing foul and surface water drainage infrastructure where necessary as a result of the development;
- (iv) details regarding the storage and management of any oils, fuels, chemicals or other hazardous substances;
- (v) Measures to ensure that no foul drainage or uncontrolled surface water run off shall be discharged into controlled waters (inland fresh waters, coastal waters and relevant territorial waters) and groundwater; and
- (vi) Means and methodology for the monitoring and management of water quality within dock system.

Reason: To deliver a safe and sustainable form of development whereby risks of contamination and pollution of the water environment, including risks to controlled waters (inland fresh waters, coastal waters and relevant territorial waters), property and the natural environment, are minimised in accordance with Policies GEN8, OE4, OE5, OE6, EP1, EP2, EP9, EP10, EP11 & EP12 of the adopted Liverpool UDP, the NPPF, and The Environmental Protection Act (1990), Freshwater Fish Directive & Water Framework Directive (& Groundwater Regulations 2009).

Potable Water Supply

32. Prior to the commencement of development within any neighbourhood (or part of a neighbourhood with the Council's written permission) other than Neighbourhood A (Princes Dock) the approval in writing of the Local Planning Authority must be obtained to a detailed Water Supply Statement setting out how the development in that neighbourhood (or part) will provide for the reinforcement of water supply. The Water Supply Statement shall include the following information:

- (i) Detailed and quantitative potable water supply impacts assessments; and
- (ii) Means and methodology for providing necessary potable water supply and associated infrastructure.

Reason: To deliver a safe and sustainable supply of potable water to the development without placing an unacceptable demand on local potable water supply and infrastructure in accordance with Policies GEN8, OE4, OE5, OE6 & EP12 of the adopted Liverpool UDP, the NPPF, The Environmental Protection Act (1990) & Water Framework Directive (& Groundwater Regulations 2009).

Flood Risk Protection Plan

33. Prior to the commencement of development within any neighbourhood (or part of a neighbourhood with the Council's written permission) a detailed statement shall be submitted for the approval of the Local Planning Authority in writing ("the Flood Risk Protection Plan") setting out the way in which the mitigation measures with regard to flood risk enumerated in the Environmental Statement (November 2011) and Strategic FRA Addendum (November 2011) will be deployed in the neighbourhood or part neighbourhood concerned in accord with the Flood Risk Protection Strategy referred to in Condition 21 attached to this permission. This Flood Risk Protection Plan statement shall include the following information for the neighbourhood or part neighbourhood concerned:

- (i) Detailed and quantitative, flood risk impact assessments. For the avoidance of doubt the detailed Flood Risk Protection Plan shall have regard to the design life of buildings, increased rainfall intensities of 30%, sea level rise as a result of climate change, and flooding due to extreme wave height overtopping river walls;
- (ii) The method and means of surface water flood risk mitigation, including details of the siting and design of surface water overflows and entrapment measures;

(iii) Details of all future ground, building and emergency access route levels and topography to ensure safe surface water runoff away from these sensitive receptors;

(iv) The extent and method of raising ground levels within Flood Risk Zones 2 & 3 with areas of the site falling within Flood Risk Zone 2 following the raising of ground levels allocated for uses that are non-sensitive to flooding;

(v) Details of flood resilience and protection measures; and

(vi) A Flood Evacuation Strategy to be produced (in consultation with Emergency Planners) for all land and buildings, during both construction and operation, to ensure the safe and inclusive evacuation of all site users in the event of flooding.

Reason: To ensure that the development is carried out in accordance with the Principal Application Documents and the details of the application that have been assessed by the EIA and Strategic Flood Risk Assessment Addendum so as to deliver a safe and sustainable form of development which is resilient to both tidal and surface water flooding, including flooding as a result of climate change, in the interests of protecting safety and amenity of construction workers, future workers and occupiers of the site and users of neighbouring land, as well as ecological receptors, whilst preserving and enhancing the sensitive, historic character of the site and its surroundings in accordance with Policies GEN3, GEN8, HD5, HD8, HD11, HD12, HD18, OE4, OE5, OE6 & EP13 of the adopted Liverpool UDP, PPS1 (and Supplement) & the NPPF.

Ecological & Biodiversity Statement

34. Prior to the commencement of development within any neighbourhood (or part of a neighbourhood with the Council's written permission) the approval in writing of the Local Planning Authority must be obtained to a detailed Ecological & Biodiversity Statement based on the Neighbourhood Ecological & Biodiversity Strategy explaining how the specific scheme in that neighbourhood or part neighbourhood will provide for the protection and enhancement of protected species and supporting habitats, including the provision of new and replacement habitats by means of the following:

- (i) Provision of detailed and quantitative surveys to be able to assess in detail any potential impacts of the development upon bats and migratory and/or over-wintering birds;
- (ii) Mitigation to safeguard fish and other water species;
- (iii) Details of habitat creation;
- (iv) Siting and design of replacement roosting sites within Nelson Dock for displaced winter water birds (specifically cormorants);
- (v) Provision and management of new / compensatory habitats;
- (vi) The design of buildings and spaces based on the Detailed Neighbourhood Masterplan for the land;
- (vii) For development involving the Hydraulic Engine House, Victoria Clock Tower or the office and workshop buildings south of Collingwood Dock, detailed internal bat surveys;
- (viii) Measures to control leisure boat activity and behaviour within the dock system to minimise disturbance of wildlife within the docks;
- (ix) Measures to discourage gulls and pigeons from nesting/roosting on buildings; and
- (x) Mitigation for any areas affected by invasive, non-native plants and noxious weeds.

Reason: To ensure that the development is carried out in accordance with the Principal Application Documents that have been assessed by the EIA and in order that suitable steps are taken to protect the ecological environment within the site during the implementation of the development and preserve its future biodiversity in accordance with Policies GEN8, OE4, OE5, OE6, OE7, EP11 & EP12 of the adopted Liverpool UDP, the NPPF, The Environmental Protection Act (1990), Environment Act (1995), Air Navigation Order (2009), Conservation of Habitats and Species Regulations 2010) & European Conservation of Wild Birds Directive (79/409/EEC) ("The Birds Directive").

Water Protection Statement

35. Prior to the commencement of development within any neighbourhood (or part of a neighbourhood with the Council's written permission) the approval in writing of the Local Planning Authority must be obtained to a detailed statement explaining the measures that will be taken as part of the development to provide for the protection and enhancement of the aquatic elements in conjunction with the neighbourhood or part neighbourhood concerned in accordance with the provisions of the Water Environment Protection Strategy referred to in Condition 15, of this permission. The statement shall include the following information:

- (i) Arrangements for any necessary reinforcement of existing foul and surface water drainage and water supply infrastructure;
- (ii) Details of the investigation and any necessary remediation of contaminated land to create effective barriers to sensitive water receptors;
- (iii) Details of the means and manner by which contaminated or polluting construction or demolition material or refuse, is managed and stored whilst on site as set out in the Construction Environmental Management Plan (CEMP);
- (iv) Details of the arrangements for temporary drainage during construction, as set out under CEMP which shall provide controls to safeguard surface water quality from contamination and pollution;
- (v) Arrangements to ensure that no foul drainage or contaminated surface water run-off shall be discharged into any borehole, well spring, soakaway or watercourse (including dry ditches that connect with a watercourse);
- (vi) Provision for surface water drainage which shall be designed in the form of Sustainable Urban Drainage systems (SUDS) that facilitate surface water run off through outflows to the docks and River Mersey which shall be designed to prevent pollution of the water environment;
- (vii) Drainage from all areas passing through oil and silt interceptors and other entrapment systems shall be designed to prevent pollution of the water environment;
- (viii) A means to ensure that all foul water drainage shall pass through grease traps with adequate pumping from basements/undercrofts;
- (ix) A means to ensure sustainable water saving and water use efficiency that adheres to BREEAM for Communities 'excellent' rating and Code for Sustainable Homes Level 4; details of water efficient appliances, rainwater harvesting, leak detection systems, drought resistant landscaping, natural irrigation systems and separate metered water supply.
- (x) A Remediation Strategy for the closure, abandonment and removal of all redundant drainage and water supply systems, including remediation measures to ensure no adverse pollution of the surface water environment;
- (xi) A Method Statement for piling works and detailed foundation design in relation to risks to underlying groundwater and aquifers;
- (xii) A mechanism to enable monitoring of the effectiveness of agreed water protection mitigation as set out in Schedule 6 of this permission,

Reason: To ensure that the development is carried out in accordance with the approved Principal Application Documents which have been tested by the EIA and the Flood Risk Assessment Addendum and to ensure that arrangements are in place to control any risks of contamination and pollution of the aquatic environment in accordance with Policies GEN8, OE4, OE5, OE6, EP1, EP2, EP9, EP10, EP11 & EP12 of the adopted Liverpool UDP, the NPPF, The Environmental Protection Act (1990) and the Freshwater Fish Directive & Water Framework Directive (& Groundwater Regulations 2009).

Sustainability Statement

36. All applications for approval of reserved matters details comprising elements which seek approval for the scale and layout of residential, retail, leisure and office development or the cruise liner turnaround facility (Use Classes A1, A2, A3, A4, B1, C1, C3, D1, D2 & Sui Generis) shall be supported by a detailed statement setting out how the specific scheme involved in that application will provide for the objectives of sustainable design, construction and management relative to that particular part of the approved development in conformity with the respective Neighbourhood Sustainability Strategy referred to under Condition 17 attached to this permission.

Reason: To ensure that the development is carried out in accordance with the Principal Application Documents and Sustainability Appraisal and the details of the application that have been assessed by the EIA so as to deliver a sustainable form of development in conformity with Policies GEN 1, GEN 7 & GEN 8 of the adopted Liverpool UDP and the NPPF.

Energy Supply Statement

37. All applications for approval of reserved matters details seeking approval of the scale and layout of residential, retail, leisure and office development or the cruise liner turnaround facility (Use Classes A1, A2, A3, A4, B1, C1, C3, D1, D2 & Sui Generis) shall be supported by a detailed statement setting out how the specific scheme involved in that application will conform to the Neighbourhood Energy Strategy referred to under Condition 18 attached to this permission. The Energy Supply Statement shall make provision for:

- (i) Detailed and quantitative energy demand and emission impact assessments; and
- (ii) Identify the sustainable construction techniques that will be employed in the development in relation to energy supply;

Reason: To ensure that measures to limit impact on the use of non-renewable energy resources and minimise carbon emissions are considered in relation to details of development in accordance with the approved Energy Strategy in accordance with Policies HD21 & EP16 of the adopted Liverpool UDP and the NPPF.

Waste Minimisation & Management Details

38. Prior to the commencement of development within any neighbourhood (or part of a neighbourhood with the Council's written permission) the approval in writing of the Local Planning Authority must be obtained to details of the size, configuration and specification of all designated waste storage / recycling / composting facilities and associated services areas and access routes and details of processing arrangements for waste/recycling collection of both household and commercial waste.

Reason: To minimise waste production, the amount of waste sent to landfill and the distances it is transported thereby reducing risks of contamination and pollution on-site, to neighbouring land and the water and air environment in the interests of preserving natural and non-renewable resources and protecting the health and safety of human and ecological receptors in accordance with Policies GEN8, OE4, OE5, OE6, EP9, EP10, EP11 & EP12 of the adopted Liverpool UDP, the NPPF & The Waste Directive..

Construction Environmental Management Plan

39. Prior to the commencement of development within any neighbourhood (or part of a neighbourhood with the Council's written permission) the approval in writing of the Local Planning Authority must be obtained to a Construction Environmental Management Plan ("CEMP") that relates to that particular neighbourhood and has regard to the wider Masterplan which explains how construction activity and infrastructure provision will be provided and managed in a coordinated, timely and safe manner. The CEMP shall include the following details:

- (i) A timetable of works from commencement to completion;
- (ii) Means and method of retaining areas of hardstanding wherever possible;
- (iii) Details of site clearance works/earthworks;
- (iv) Details in respect of draining, infilling and any construction in dock water spaces;
- (v) Temporary Drainage Strategy during construction;
- (vi) Measures for ensuring the safety of constructions workers;
- (vii) Details of excavation and foundation installation to ensure their structural stability;
- (viii) Details of any contaminated land remediation measures and capping of landfill gases;
- (ix) Details of construction traffic movements and management;
- (x) Details of temporary highway / utility works or closures, construction routes in and around the site, public transport provision, safe access for passing traffic and pedestrians, and any public realm works;
- (xi) Details of working methods, construction techniques and working programmes to mitigate construction noise and vibration and air quality emissions;
- (xii) Hours of operation for construction work;
- (xiii) Means and manner for the storage of plant and materials;
- (xiv) Details of the erection and maintenance of scaffolding and security hoarding lines including decorative displays and public viewing areas;
- (xv) Details of construction lighting installations;
- (xvi) Details of dust suppression measures;
- (xvii) Safeguarding operation of John Lennon Airport through the siting design and lighting of tall buildings, construction cranes and other equipment;
- (xviii) A construction training plan for all contractors and construction workers.
- (xix) Provisions for monitoring and review of the approved CEMP.

Reason: To control construction activity in the interests of safety and amenity and minimise risks of pollution and contamination to controlled waters (inland fresh waters, coastal waters and relevant territorial waters) air quality and ecological systems, and instability of land and structures, including heritage assets, in accordance with Policies GEN3, GEN8, HD1, HD5, HD8, OE4, OE5, OE6, EP1, EP2, EP3, EP9, EP10, EP11, EP12 & EP13 of the adopted Liverpool UDP, the NPPF, Environmental Protection Act (1990), Water Framework Directive (& Groundwater Regulations 2009) & Air Quality Directive.

Highways & Public Transport Enhancement

40. Prior to the commencement of development within any neighbourhood (or part of a neighbourhood with the Council's written permission) the approval in writing of the Local Planning Authority must be obtained to a detailed statement setting out how specific highway and public transport enhancement works in that neighbourhood or part neighbourhood will be carried out and managed in a manner which meets the needs relevant to that particular neighbourhood or part neighbourhood in terms of public transport, vehicles, cyclists and pedestrians and which delivers the Travel Plan targets, including travel mode splits, defined in the Transport Assessment (November 2011)'Do Something' Network Changes. The Highways & Public Transport Enhancement Statement shall include the following particulars:

- Details of the highway works proposed within the neighbourhood or part of the development;
- Details of any off-site highway works, including capacity assessment of all new junctions, all roads, cycleways, footpaths and public transport infrastructure required to serve the development;
- Details of proposed provision for bus services in accordance with the provisions of the Transport Assessment.

Reason: To deliver a sustainable, co-ordinated and high quality form of development that is supported by the necessary highway and public transportation infrastructure in accordance with Policies Gen 6, T1, T2, T6, T7, T8, T9, T10, T11, & T15 of the adopted Liverpool UDP, Liverpool's Ensuring a Choice of Travel – SPD, the Council's Local Transport Plan and the NPPF.

Car & Cycle Parking Management Details

41. Prior to the commencement of development within any neighbourhood (or part of a neighbourhood with the Council's written permission) the approval in writing of the Local Planning Authority must be obtained to a detailed statement setting out how the likely parking demand generated by that particular part of the approved development, during both construction and operation, will be met, mitigated and managed in order to achieve the travel mode splits in the Transport Assessment (November 2011). The Car and Cycle Parking Management Statement shall include the following details for the neighbourhood or part neighbourhood concerned:

- i. total number of on and off street parking spaces (vehicles and cycles);
- ii. location and specification of parking spaces;
- iii. allocation, ratio and sharing of parking (vehicles and cycles) relative to different uses;
- iv. car parking management regime;
- v. any traffic regulation orders such as controlled parking zones (CPZ) on the adopted highway in the vicinity of the site;
- vi. proposals for siting & design of directional signage;
- vii. surface markings, including pedestrian / cycle routes;
- viii. accessible / disabled car parking (minimum provision 6%);
- ix. visibility splays;
- x. gradients of access ramps;
- xi. security measures;
- xii. charging points for electrically powered vehicles;
- xiii. cycle storage and any hire facilities;
- xiv. 'Car Club' and any supporting facilities;
- xv. lighting & CCTV installations;
- xvi. means of access and egress control to car parks and service areas; and
- xvii. layout and design of basement, multi-storey and surface car parking, including the provision of plant and ventilation equipment.

Reason: To ensure that the development is supported by the necessary level of car and cycle parking infrastructure in the interests of reducing travel by means of private car, encouraging sustainable patterns of travel, reducing traffic congestion and pollution, ensuring inclusive access for all and safeguarding highway and pedestrian safety in accordance with Policies Gen 6, T1, T2, T6, T7, T8, T9, T10, T13, T15 & EP11 of the adopted Liverpool UDP, Liverpool's Ensuring a Choice of Travel – SPD, the Council's Local Transport Plan, and the NPPF.

Detailed Travel Plans

42. Prior to the commencement of development within any neighbourhood (or part of a neighbourhood with the Council's written permission) the approval in writing of the Local Planning Authority must be obtained to a detailed Draft Travel Plan setting out the specific means for delivering sustainable means of travel and assisting in reducing dependency on private car use, during both construction and operation, through a Travel Plan or Travel Plans relative to that particular neighbourhood or part, as set out in the Travel Plan Strategy referred to in Condition 22 attached to this permission. The Detailed Travel Plans shall make provision for the following:

- The production of a Final Travel Plan for each building or group of buildings unless otherwise agreed in writing with the Local Planning Authority that such a plan is not warranted in relation to any particular building, to be implemented within 6-months of the first occupation of that building or group of buildings; and
- The appointment of a Travel Plan Coordinator(s) with the responsibility of delivering the Final Travel Plans, during both construction and operation, in connection with each building or group of buildings, including its promotion, preparation, implementation, monitoring and continual review for a minimum period of ten years after completion of construction, with schedules for bi-annual audit by LCC.

Reason: In the interests of reducing travel by private car by encouraging sustainable patterns of travel thereby reducing traffic congestion and pollution ensuring inclusive access for all and safeguarding highway and pedestrian safety, in accordance with Policies Gen 6, T1, T2, T6, T7, T8, T9, T10, T13, T15 & EP11 of the adopted Liverpool UDP, Liverpool's Ensuring a Choice of Travel – SPD, the Council's Local Transport Plan, the NPPF & Air Quality Directive.

King Edward Triangle Business Relocation

43. Prior to the commencement of development in Neighbourhood B (King Edward Triangle) details of the measures proposed to support the relocation of existing businesses that will be displaced by the development shall be submitted for approval in writing by the Local Planning Authority.

Reason: To ensure the development is carried out in a co-ordinated form and to enable account to be taken of local employment and training opportunities available to businesses affected by the approved development and support the local economy.

PART E. Compliance Conditions

Erection of construction-related structures/buildings

44. Notwithstanding the provisions of Schedule 2, Part 4, Class A of the Town & Country Planning (General Permitted Development) Order 1995 (or any legislation revoking, re-enacting or modifying that Order) full details of the siting and external design of any temporary structures/ buildings required in relation to the implementation of the development be submitted to and approved in writing by the Local Planning Authority; any such temporary structures and buildings shall be installed in accordance with the approved details.

Reason: In the interests of amenity and preserving the sensitive, historic character and setting of the site given the extensive scale of development and long-term build-out period in accordance with Policies GEN3, HD5, HD8, HD11, HD12 & HD18 of the adopted Liverpool UDP, Liverpool's World Heritage Site – SPD, and the NPPF.

Construction Noise & Vibration

45. Noise levels at any occupied residential property due to construction or demolition or Site Engineering and Preparation Works shall not exceed 75dB LA eq (10 hour) measured at 1m from the façade of the nearest occupied property, between the hours of 08.00 to 18.00, Monday to Friday, and 75dB LA eq (5 hour) during the hours of 08.00 to 13.00 on Saturday, as controlled through the CEMP, unless such works have the prior approval of the Local Authority, under S61 of the Control of Pollution Act 1974.

Reason: To ensure that best practicable means are used to reduce noise generated by construction in the interests of protecting the amenity of future occupiers of the development and occupiers of neighbouring land, as well as to protect ecological receptors, in accordance with Policy EP11 of the adopted Liverpool UDP, the NPPF, The Environmental Protection Act (1990) & Environment Act (1995).

46. Noise levels from construction work or Site Engineering and Preparation Works shall be no higher than 65dB LA eq (1 hour) and 70dB LA eq (1 minute) at any educational premises measured at 1m from the façade of the building during school hours in term time, unless such works have the prior approval of the Local Authority under S61 of the Control of Pollution Act 1974.

Reason: To ensure that best practicable means are used to reduce noise generated by construction in the interests of protecting the amenity of future occupiers of the development and occupiers of neighbouring land, as well as to protect ecological receptors, in accordance with Policy EP11 of the adopted Liverpool UDP, the NPPF, The Environmental Protection Act (1990) & Environment Act (1995).

47. No development shall commence within any given Neighbourhood or part thereof unless and until a detailed scheme for Noise and Vibration monitoring and assessment for all proposed construction plant and processes associated with development of that Neighbourhood or part has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- a) the identification of noise and vibration sensitive premises for noise monitoring, including arrangements for amending the selected locations if new sensitive premises are introduced during construction;
- b) an assessment of any cumulative noise and vibration impacts from other planned construction works;
- c) the noise and vibration parameters to be measured and the frequency and duration of monitoring;
- d) the arrangements for reporting the results of noise and vibration monitoring; and
- e) the implementation of mitigation measures, including those set out in the CEMP.

Reason: To protect the amenities of local residents and other sensitive receptors in accordance with UDP Policy EP11 & the NPPF.

Hours of Construction

48. No noise, vibration or light generating construction works, including site engineering and preparatory works, that are audible or visible at the site boundary, are to be carried out outside of normal construction working hours of 08.00 to 18.00 hours, Monday to Friday, and 08.00 to 13.00 hours on Saturdays, unless exceptional hours of working are suitably justified through the Construction Environmental Management Plan (CEMP) and agreed by the Local Planning Authority. No construction works shall be carried out on Sundays or Bank Holidays without the prior written consent of the Local Planning Authority.

Reason: To ensure that best practicable means are used to reduce noise generated by construction in the interests of protecting the amenity of future occupiers of the development and occupiers of neighbouring land, as well as to protect ecological receptors, in accordance with Policies EP11 & HD28 of the adopted Liverpool UDP, the NPPF, and The Environmental Protection Act (1990) & Environment Act (1995)

Operational Noise Conditions

49. Insofar that this permission relates to food and drink leisure uses falling with Use Classes A3, A4, C1, D1 & D2 uses as defined in the Town and Country (Use Classes) Order 1987 (as amended) noise control measures must be employed within the development such that sound generated within the commercial entertainment areas does not give rise to noise levels exceeding NR30 in any nearby residential accommodation (expressed in terms of the maximum sound pressure level in each octave band) as determined by Liverpool City Council's Environmental Health Service.

Reason: To protect the amenity of nearby occupiers and in accordance with Policy EP11 of the Liverpool UDP, and the NPPF.

50. Insofar that this permission relates to land uses falling within Classes A3, A4, C1, D1 or D2 as defined within the Town and Country (Use Classes) Order 1987 (as amended) there shall be no amplified music within any associated external cafés, terraces or other areas of external public realm, including public event space and watersports facilities unless otherwise agreed with the Local Planning Authority in writing. All buildings or premises that are occupied by such uses shall make provision for the acoustic lobbying of entrances or incorporate self-closing door mechanisms, with all windows and doors to be closed between the hours 23.00 and 07.00 hours, unless otherwise agreed in writing by the Local Planning Authority, other than the use of doors for access to and from the premises.

Reason: To protect the amenity of nearby occupiers in accordance with Policy EP11 of the Liverpool UDP, and the NPPF.

51. The rating level of the noise emitted from any plant in the development hereby approved, including mechanical ventilation serving any basement car park, decentralised energy centres or renewable energy generating sources, shall not exceed existing background noise levels. The noise level shall be determined at the nearest noise sensitive premises and the measurements and assessments shall be made according to BS4142:1997 (Method for Rating Industrial Noise Affected Mixed Residential and Industrial Areas).

Reason: To ensure that the amenity of nearby occupiers is not adversely affected by the development in accordance with Policy EP11 of the Liverpool UDP, and the NPPF.

52. For all proposed residential uses and other noise sensitive premises in the development hereby approved, in particular those premises that are located in proximity of highways, neighbourhood hubs, Sandon Dock WWTC and service areas, a Noise Exposure Assessment shall be undertaken setting specific mitigation measures for such premises to be acoustically insulated in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. Such measures shall be installed to the satisfaction of the Local Planning Authority as confirmed in writing prior to the first occupation of the development. For the avoidance of doubt, sound mitigation must take the form of a package of acoustic treatment to all habitable room windows in accordance with the specifications contained within the Noise Insulation Regulations 1975, or double glazing of an equivalent or better acoustic performance, together with the provision of a scheme of acoustically attenuated mechanical ventilation to remove the need to open windows for ventilation purposes in order to ensure the same performance criteria can be met.

Reason: To ensure that a satisfactory level of amenity is afforded for future occupiers of the development in accordance with Policy EP11 of the Liverpool UDP, and the NPPF.

Air Quality

53. No development shall commence until a scheme, including a programme for monitoring, assessing and controlling air quality and any dust arising from the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- a) the identification of sensitive premises to be used as the location for air quality and dust monitoring, including any arrangements proposed for amending the selected locations if new air pollutant and dust sensitive premises are introduced;
- b) the frequency and arrangements for monitoring dust and air pollutants, including PM10 and Nitrogen Dioxide before, during and after the development; and
- c) the arrangements for reporting the results of the monitoring of dust and air pollutants and the implementation of any necessary mitigation measures.

The approved scheme shall be reviewed every five years following commencement of the development and shall be re-submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of protecting the amenity of future occupiers of the development and occupiers of neighbouring land, as well as to protect air quality and ecological receptors, in accordance with Policy EP11 of the adopted Liverpool UDP, the NPPF, and The Environmental Protection Act (1990) & Environment Act (1995).

Lighting

54. All external lighting installations shall be designed to accord with BS EN 5489-1:2003 and BS 132101-1:2003 (or any British lighting standards that subsequently supersede these), incorporating dark sky-friendly luminaires.

Reason: In the interests of the amenity of future occupiers of the development and occupiers of neighbouring land, as well as to protect air quality, ecological receptors and local air navigation in accordance with Policies EP11 & HD28 of the adopted Liverpool UDP, the NPPF and The Environmental Protection Act (1990), Environment Act (1995) & Air Navigation Order (2009)

Code for Sustainable Homes

55. All residential dwelling units commenced prior to 1st January 2016 shall, as a minimum, achieve a Code Level 4 in accordance with the requirements of the Code for Sustainable Homes: Technical Guide (or such national measure of sustainability for house design that supersedes these standards).

Reason: In the interests of minimising the demand for energy from non-renewable resources and to minimise potential emissions and waste in accordance with Policies HD21 & EP16 of the adopted Liverpool UDP and the NPPF.

56. All residential dwelling units commenced on the 1st January 2016, or thereafter shall, as a minimum, achieve a Code Level 6 in accordance with the requirements of the Code for Sustainable Homes: Technical Guide (or such national measure of sustainability for house design that supersedes these standards).

Reason: In the interests of minimising the demand for energy from non-renewable resources and to minimise potential emissions and waste in accordance with Policies HD21 & EP16 of the adopted Liverpool UDP and the NPPF.

BREEAM

57. All building development shall achieve a BREEAM Communities rating of excellent and, unless otherwise agreed in writing by the Local Planning Authority, no building development shall take place until evidence has been submitted to and agreed by the Local Planning Authority in writing demonstrating that the proposed building is registered with a BREEAM certification body and a pre-assessment report (or design stage certificate with interim rating if available) indicates that the building can achieve the stipulated final BREEAM level. After construction, no such building shall then be occupied until a Final Certificate has been issued certifying that BREEAM rating excellent (or any equivalent national measure of building sustainability which subsequently replaces this industry standard) has been achieved for the building concerned.

Reason: In the interests of minimising the demand for energy from non-renewable sources and to minimise emissions and waste production and mitigate any adverse impact of the approved development on the environment in accordance with Policies HD21 & EP16 of the adopted Liverpool UDP and the NPPF

Public Open Space and Key Linkages

58. The key areas of public open space and key linkages indicated on Parameter Plan 007 hereby approved, shall be delivered relative to associated parcels/plots referred to in Schedule 5 attached to this permission on the basis approved in the Detailed Neighbourhood Masterplan for the neighbourhood concerned as referred to in Condition 11 of this permission, having regard also to the approved Phasing Parameter Plan 003, the Implementation Phasing Plan referred to in Condition 9 and the relevant Detailed Neighbourhood Phasing Plan for the neighbourhood concerned referred to in Condition 12 of this permission. The development parcels referred to in Schedule 5 shall not be brought into use until such areas of public open space and key linkages have been implemented in full. Thereafter, such areas of public open space and key linkages shall be retained unless otherwise agreed by the Local Planning Authority in writing.

Reason: To ensure that the development proposal delivers a sustainable, co-ordinated, inclusive and high quality designed form of development that is supported by key areas of public amenity space and highly permeable movement routes in the interests of visual, residential and environmental amenity in accordance with Policies HD5, HD8, HD11, HD12, HD18, HD19, HD23, HD24 & OE14 of the adopted Liverpool UDP, Liverpool's Maritime Mercantile World Heritage Site – SPD, Liverpool's Design for Access for All – SPD and the NPPF.

Retail Limitations

Control of retail and leisure floorspace delivery relative to residential and office occupation

59. In conjunction with the requirements of Condition 2 and the provisions of Schedule 1, attached to this permission, unless otherwise agreed in writing by the Local Planning Authority:

- no more than 4,000 sq m net of leisure space (Use Class A3: restaurants and cafes) shall be occupied within Princes Dock neighbourhood as defined in Parameter Plan 002 until at least 45,000 sq m of residential floorspace and 25,000 sq m of commercial floorspace is constructed;
- no more than 1,000 sq m net of retail floorspace and 1,500 sq m net of leisure space (Use Class A4: drinking establishments) shall be occupied within King Edward Triangle neighbourhood, as defined in Parameter Plan 002, until at least 50,000 sq m of residential floorspace and 45,000 sq m of commercial floorspace is constructed;

- no more than 4,000 sq m net of comparison retail floorspace, 2,000 sq m net of convenience retail floorspace, 5,000 sq m net of leisure floorspace (Use Class A3: restaurants and cafes) and 6,000 sq m net of leisure space (A4 drinking establishments) shall be occupied within Central Docks neighbourhood, as defined in Parameter Plan 002, until at least 100,000 sq m of residential floorspace and 100,000 sq m of commercial floorspace is constructed;
- no more than 2,500 sq m net of retail and 2,500 sq m net of leisure floorspace (Use Class A3: restaurants & cafes and A4: drinking establishments) shall be occupied within Clarence Docks neighbourhood, as defined in Parameter Plan 002, until at least 40,000 sq m of residential floorspace and 1,000 sq m of commercial floorspace is constructed; and
- no more than 2,500 sq m net of retail and 1,000 sq m net of leisure floorspace (Use Class: A3 use restaurants & cafes and A4: drinking establishments) shall be occupied within the Northern Docks neighbourhood, as defined in Parameter Plan 002, until at least 100,000 sq m of residential floorspace is constructed.

Reason: To ensure that retail and leisure elements of the development do not exceed the amount assessed as reasonable to serve an secondary purpose supporting the primary residential and office land uses in the development so as not to adversely affect the retail vitality and viability of the City Centre and other town centres locally in accordance with Policies GEN1, GEN5, GEN9 & S12 of the adopted Liverpool UDP, and the NPPF.

Size of Convenience Goods Retail Units

60. The net internal floorspace (including any mezzanine floorspace) of any building or unit occupied for uses within Use Classes A2, A3 or A4 or convenience retailing (Class A1) by a single operator shall not exceed 1000 sq m,

Reason: To ensure that the retail element of the development functions as a secondary land use to complement the whole development and does not create a competing draw or adversely affect the retail vitality and viability of the City Centre and other town centres locally in accordance with Policies GEN1, GEN5, GEN9 & S12 of the adopted Liverpool UDP, and the NPPF.

Size of Comparison Goods Retail Units

61. The net internal floorspace (including any mezzanine floorspace) of any retail unit proposed to be used for the sale of comparison goods (Use Classes A1) by a single operator shall not exceed 250 sq m unless the comparison goods comprise an ancillary element of a convenience store in which case the comparison element shall not exceed 25%.

Reason: To ensure that the retail element of the development functions as a secondary land use to complement the whole development and does not create a competing draw or adversely affect the retail vitality and viability of the City Centre and town centres locally in accordance with Policies GEN1, GEN5, GEN9 & S12 of the adopted Liverpool UDP and the NPPF.

Removal of Permitted Development rights to prevent change of use, amalgamation, subdivision and installation of mezzanine floors to retail units.

62. Notwithstanding the provisions of Article 2A of the Town and Country Planning (General Development Procedure) (Amendment) (England) Order 2006 (or any Order replacing or superseding that Order), no additional mezzanine floors shall be installed at any A1 retail units and no retail units shall be combined or subdivided into a number of smaller units following the approval of reserved matters details and subsequent occupation unless otherwise approved in writing by the Local Planning Authority.

Reason: In order that the Local Planning Authority is able to maintain control over the amount and configuration of retail floorspace and to ensure that the retail element of the development maintains its intended purpose as a secondary land use designed to serve the local community thereby safeguarding the retail vitality and viability of the City Centre and other town centres locally in accordance with Policies GEN1, GEN5, GEN9 & S12 of the adopted Liverpool UDP, and the NPPF.

63. Details of the nature, scale and type of each Class A2, A3, A4 land use as defined in *The Town and Country Planning (Use Classes) Order 1987* as amended shall be included with each submission for reserved matters approval involving such uses. The provisions of the Town and Country Planning (Use Classes) (Amendment) Order 1987 or any Order revoking, re-enacting or modifying that Order shall not apply to this development (i.e. planning permission will be required for permitted changes of use).

Reason: To ensure that the retail, office and leisure facilities do not exceed the permitted quantum of development in each neighbourhood and in the interests of safeguarding the vitality and viability of existing retail, leisure and office markets in the City Centre and other town centres locally, in accordance with Policies GEN1, GEN5, GEN9, E2, E6, E9 & S12 of the adopted Liverpool UDP, and the NPPF.

64. Prior to the occupation of any units proposed within Use Classes A1 (shops), A2 (financial & professional services), A3 (restaurants & cafes), A4 (drinking establishments), C1 (hotels), D1 (non-residential Institutions) and D2 (assembly & leisure) the operating hours (both trading and servicing) shall be submitted to and agreed in writing by the Local Planning Authority.

Reason: To protect the amenity of future occupiers of the development and nearby occupiers in accordance with Policy EP11 of the Liverpool UDP and the NPPF.

Prevention of the sale or hire of motor vehicles

65. No floorspace falling within Class A1 of the Town & Country Planning Use Classes Order 1987 (as amended) and for comparison retailing shall be permitted to operate in connection with the sale, hiring, distribution of or trading in motor vehicles unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the retail element of the scheme is complementary to the wider development scheme approved and delivered in a manner assessed within the Retail, Leisure and Office Statement (November 2011) accompanying the approved planning application as necessary to meet the need for retail provision as a significant secondary land use within the development in accordance with Policies GEN1, GEN5, GEN9, HD18 & S12 of the adopted Liverpool UDP and the NPPF.

Net to gross floor space ratios

66. The net to gross floorspace ratio for the purposes of this permission for each retail unit shall not exceed a 70:30 split and, for the avoidance of doubt, the net floorspace area shall include areas used for the display and sale of goods and checkouts but exclude entrance lobbies, toilets, customer service area, storage and service and access areas.

Reason: To ensure that the development is delivered in a manner consistent with the Retail, Leisure and Office Statement (November 2011) submitted in support of the approved planning application as regards retail provision within the development in accordance with Policies GEN1, GEN5, GEN9, HD18 & S12 of the adopted Liverpool UDP.

Use Class A3 & A4 Conditions - Ventilation and Fume Control

67. No Class A3 or A4 land uses, as defined in the Town and Country Planning (Use Classes) Order 1987 (as amended), shall be brought into use until ventilation and cooking fume control measures have been installed in accordance with details to be submitted to and approved in writing by the Local Planning Authority. Thereafter the equipment shall be operated and maintained in accordance with the manufacturer's instructions and the land use shall only take place whilst the equipment is operational.

Reason: In the interests of protecting the amenity of future occupiers of the development and occupiers of neighbouring land, as well as to protect air quality and ecological receptors, in accordance with Policy EP11 of the adopted Liverpool UDP, the NPPF and The Environmental Protection Act (1990) & Environment Act (1995).

Other Land Uses - Ventilation and Fume Control

68. No building within any neighbourhood shall be occupied until details of any plant (to include mechanical ventilation, cooking fume control measures, refrigeration units and air conditioning units) to be installed in that particular development has been submitted to and agreed in writing by the Local Planning Authority in accordance with the Principal Application Documents and details tested by the EIA. Thereafter, the equipment shall be installed in accordance with the approved details, and shall be operated and maintained in accordance with the manufacturer's instructions.

Reason: In the interests of protecting the amenity of future occupiers of the development and occupiers of neighbouring land, as well as to protect air quality and ecological receptors in accordance with Policy EP11 of the adopted Liverpool UDP, the NPPF and The Environmental Protection Act (1990) & Environment Act (1995).

Emissions

69. All emissions released in connection with heat and power generation from decentralised energy sources shall have a Clean Air Act 1993 exemption certificate (or equivalent certificate under any subsequent legislation replacing it) and shall be dispersed at suitable heights in accordance with a scheme to be agreed in writing with the Local Planning Authority.

Reason: In the interests of protecting the amenity of future occupiers of the development and occupiers of neighbouring land, as well as to protect air quality and ecological receptors, in accordance with Policy EP11 of the adopted Liverpool UDP, the NPPF, The Environmental Protection Act (1990) & Environment Act (1995).

Highways Requirements

70. No development shall commence within neighbourhoods A, B or C (as defined in Parameter Plan 002) until those highway works set out in Schedule 2 of this permission have been secured by an Agreement pursuant to Section 278 of the Highways Act 1980 for that particular neighbourhood (or part neighbourhood with the written agreement of the Local Planning Authority) and the Highways and Public Transport Enhancement Strategy referred to in Condition 10 of this permission has been submitted to and approved by the Local Planning Authority in writing. .

Reason: To ensure a sustainable and co-ordinated form of development that is supported by the necessary highway infrastructure, and safe and convenient forms of public transportation in the interests of reducing travel by private car, encouraging sustainable patterns of travel, reducing traffic congestion and pollution, and safeguarding highway and pedestrian safety, in accordance with Policies GEN6, T1, T2, T6, T7, T8, T9, T10, T11, & T15 of the adopted Liverpool UDP, Liverpool's Ensuring a Choice of Travel – SPD, the Council's Local Transport Plan and the NPPF.

71. No buildings shall be erected within Neighbourhoods (C, D & E) until the Transport Assessment (November 2011) submitted and hereby approved with this application has been reviewed, updated and agreed by the Local Planning Authority in writing and identified measures have been secured to undertake the highway works and public transport enhancements identified as necessary within that updated Transport Assessment in a phased manner in relation to the development as a whole and in accordance with the Highway & Public Transport Enhancement Strategy referred to in Condition 10 and the monitoring and review and enhancement arrangements referred to in Schedule 3 of this permission.

Reason: To ensure a sustainable and co-ordinated form of development that is supported by the necessary highway infrastructure, and safe and convenient forms of public transportation in accordance with Policies GEN6, T1, T2, T6, T7, T8, T9, T10, T11 & T15 of the adopted Liverpool UDP, Liverpool's Ensuring a Choice of Travel – SPD, the Council's Local Transport Plan and the NPPF.

Servicing / Parking Area Restrictions

72. All loading, unloading and parking of vehicles in connection with the development hereby permitted shall take place within the space allocated for those purposes, as shown on the approved Detailed Masterplan for each Neighbourhood and shall be used exclusively to meet this requirement, enabling all vehicles to enter and exit in a forward gear and avoid servicing from the public realm and highways, unless otherwise justified and agreed with the Local Planning Authority through applications for reserved matters approval.

Reason: In the interests of highway safety and to avoid congestion on adjoining streets in accordance with Policies GEN6, T8, T9, T10 & T15 of the adopted Liverpool UDP, Liverpool's Ensuring a Choice of Travel – SPD and the NPPF.

Liverpool Airport

73. No works shall commence in relation to the construction of any tall buildings or structures and any associated tall building construction equipment and cranes pursuant to this permission that would infringe the agreed obstacle limitation surface relating to Liverpool John Lennon Airport unless and until the full details have been submitted to and agreed in writing by the Local Planning Authority relative to that particular part of the approved development. For the avoidance of doubt, this shall include the installation of red safety lighting as approved by the Local Planning Authority at minimal vertical intervals of 52-metres, which are visible from all approaches on any tall buildings and structures that exceed a height of 150 metres and are classed as 'en-route obstacles'. Such safety lighting shall be maintained to the satisfaction of Local Planning Authority in consultation with the operator of the Airport and the Civil Aviation Authority.

Reason: To ensure air traffic safety and to safeguard the operation of Liverpool John Lennon Airport in the interests of public and ecological safety accordance with Policies GEN8, OE4, OE5 & OE6 of the adopted Liverpool UDP, the NPPF & Environmental Protection Act (1990).

74. No works shall commence in respect of the installation or application of principal building materials and lighting installations (internal and external) on the external surfaces of any tall building structure that, when complete, would infringe upon the obstacle limitation surface relating to Liverpool John Lennon Airport, unless and until the full details have been submitted to and agreed in writing by the Local Planning Authority in consultation with the operator of the Airport and the Civil Aviation Authority. For the avoidance of doubt, this shall avoid unnecessary highly reflective surfacing materials and limit levels of internal lighting when that particular part of the approved development is non-operational.

Reason: To reduce rates of bird strike and bird mortality.

Parcel 1F Archaeology

75. No development shall be commenced within Parcel 1F (as identified on Parameter Plan 004) within Neighbourhood A until the detailed design for the car park A: 2.0 shown indicatively on Parameter Plan 008 has been submitted to and approved in writing by the Local Planning Authority..

Reason: To ensure the conservation of archaeological heritage assets in accordance with the requirements of Policy HD 17 of the UDP and the requirements of the NPPF.

Parcel 3G Archaeology

76. No development shall be commenced on Parcel 3G (as identified on Parameter Plan 004) in Neighbourhood C until the detailed design for the car park C:8.0 shown indicatively on Parameter Plan 008 has been submitted to and approved by the Local Planning Authority..

Reason: To ensure the conservation of archaeological heritage assets in accordance with the requirements of Policy HD 17 of the UDP and the requirements of the NPPF.

General requirement for work to be undertaken in accordance with the approved details

77. With respect to any condition attached to this planning permission that requires the prior written approval of the Local Planning Authority, the works thereby approved shall be carried out in accordance with that approval unless subsequently otherwise approved in writing by that Local Planning Authority.

Reason; To ensure the development is carried out in accordance with the approved details.

INFORMATIVES

1. This permission has been granted subject to the applicants entering into a legal agreement under Section 106 of the Town and Country Planning Act 1990.
2. Liverpool City Council expects strict compliance with all conditions attached to planning decisions, in particular pre-commencement conditions, which require submission to and approval in writing by the Council as local planning authority before any works start. Failure to discharge conditions before commencing development could result in the development being unlawful. Central Government regulations since April 2008 now mean that a fee is normally payable to formally discharge planning conditions.
3. The permission hereby granted does not convey any rights or approval to build on, or develop, any land that is not fully owned or controlled by the applicant, including party boundaries. Applicants should satisfy themselves that the agreement of any adjoining land owners has been given prior to works commencing on site.
4. Liverpool City Council guidance relating to the re-development of potentially-contaminated land is available at <http://www.liverpool.gov.uk/Business/Environmental-health/contaminated-land/>. This sets out general advice for Developers, the responsibilities of all involved parties, and detailed technical requirements for Environmental Consultants preparing information for regulatory submission. The Developer & Consultants' Guide, in particular, should be followed during the preparation and reporting of investigations so as to ensure of their adequacy, and allow swift, informed decisions to be made on the suitability of a proposed development and any remediation schemes put forward. We stress that failure of an appointed Environmental Consultant to submit adequate information is likely to result in requests for further information, may delay the commencement of a development, or prevent the discharge of associated planning conditions.
5. Operational servicing of the development shall pay full regard to the best practicable means available in respect of the control of noise, vibration and light generation, with frequency and times of servicing carried out in accordance with the site servicing management strategy. The Local Planning Authority considers that no operational servicing should be carried out between the hours of 0.00 (midnight) and 06.00 hours and servicing should avoid peak commuter vehicle movements, unless there are special circumstances that justify an exception
6. Reason for Approval

The Liverpool Waters proposals are clearly unique and have the potential to change the future of the city. The development proposed is on an unprecedented scale almost beyond living experience which if delivered would transform the city's waterfront, creating a new international business destination, expand the city's economy and regenerate north Liverpool. Inevitably a scheme of this nature raises a significant number of issues that the local planning authority has to consider extremely carefully when making its decision about the application. To facilitate this, the Head of Planning has undertaken an extensive and comprehensive assessment of the development proposals. Full consultation has been carried out with local residents, statutory consultees and other interested parties and the Head of Planning has examined all relevant matters in considerable detail in order to reach a carefully considered and balanced recommendation.

The City Council has worked with the applicant since the project was first proposed in 2007 to develop a scheme that could realise the ambitions for the site. A joint vision statement was agreed in 2009 which confirmed a shared commitment to create a world class high quality mixed use development that would revitalise the redundant docks and create a new waterfront quarter. It was accepted at the outset that due to the exceptional size of the site and period over which development is planned it was necessary that the application be submitted in outline form. The outline application being supported by a series of key development principles and parameters which would define the development in conjunction with a masterplan to illustrate the development proposed.

The applicant carried out a series of baseline studies to provide a better understanding of the site's environment and inform the masterplan. During the 18 months of pre-application discussions involving key consultees a number of amendments were made by Peel in order to overcome concerns about the proposals particularly in relation to the impact on the WHS. However, when the application was submitted in October 2010 a number of concerns remained about the application which the local planning the applicant and key consultees have been working together to address. The revised application documents submitted in November 2011 reflect those negotiations and provide the basis upon which the applicant has requested the application now be determined.

The aims of the development are widely supported. The site constitutes a large area of derelict land which it is generally recognised to be suitable for re-development. Its former use as a dockland has ceased and as there is no realistic prospect of the docks returning to operational use and it is reasonable to consider how the land can be positively re-used.

The site lies adjacent to the city centre and the majority is allocated for mixed use development in the development plan. In broad land use terms the principle of re-developing the site for a mixed use development comprising employment, residential, leisure and ancillary retail uses is acceptable. Clearly however, it is vital to maximise the potential of such a unique development opportunity and there are a range of issues to consider to ensure its success.

Such an extensive development has to be implemented in a coherent and carefully planned order that takes into consideration potential impacts on the wider environment, the city centre, adjacent communities in north shore, and the WHS. The development must compliment rather than compete with the city centre and the delivery of strong public transport and pedestrian linkages with the city centre and north Liverpool will be critical to achieving this integration. The potential harm to the historic fabric of the docks is clearly a central issue and fundamental to whether the scheme can be delivered in an acceptable manner. How the scheme is translated in its design to ensure it becomes an attractive place to live, work, and visit needs to be carefully thought through. The quality of the building design and intervening spaces must be of the highest standard as the site warrants given its WHS status and the tools necessary to secure this established as part of the decision process. Furthermore given the extended period and area over which the development is phased the measures necessary to safeguard the amenity of existing residents and future occupiers for the duration of the development will be crucial. The impacts on residential amenity and living conditions have been fully addressed in the environment assessment in respect of noise and disturbance, lighting, daylight sunlight and visual amenity. Whilst undoubtedly there will be changes to the living conditions of existing residents particularly during construction the Head of Planning is satisfied that these can be properly be safeguarded through the recommended conditions.

The Highways Manager considers that the Transport Assessment represents a rounded investigation covering all aspects of the likely transportation impact of the development. It is written on the basis that it is not fully possible to accurately understand how the impacts of this development will affect the city in 30 years time, but instead it offers a likely scenario whereby it is demonstrated that the impacts are manageable. The Head of Planning concurs with the Highways Manager in that the assessment shows that the impacts of this very large development can either be accommodated within existing transport infrastructure, or where that is not the case, the impacts can be mitigated using a wide range of very detailed measures via conditions to improve transport capacity including improvements to public transport to cope with the demands. The impacts of the later phases of the development will be subject to further reassessment with trigger points to ensure that if the development has a greater impact than expected, then measures are in place to provide additional capacity where it is needed, with contributions being commensurate with the level of impact. It is on this basis that the Highways Manager and the Head of Planning considers that the transportation requirements are satisfied.

The delivery of Liverpool Waters will ensure that important heritage assets are retained conserved and maintained. The scheme will make provision for public access to key parts of the WHS which are not presently accessible to the public. However, it is clear there are still a number of objections about the damage it is perceived may be caused to the heritage assets within the site and the WHS generally. These objections are expressed lucidly in the representations received from UNESCO/ICOMOS and English Heritage. The impact of the development on the cultural heritage of the WHS has been comprehensively assessed through assessments prepared by the applicant

English Heritage and the City Council. The City Council's own Heritage Impact Assessment shows that whilst the proposal will result in physical intervention in the historic fabric of the WHS and its BZ, this intervention will not be significantly adverse to heritage assets and the beneficial impacts for the site's cultural heritage outweigh the adverse impacts on the site's cultural heritage.

It is noted that given the context of Liverpool Waters application, the World Heritage Committee resolved to place the Liverpool WHS on the World Heritage In Danger list at its 36th Meeting in July 2012, and if the submitted scheme is approved it is highly likely given the position adopted by UNESCO's expert advisors that the World Heritage Committee will remove Liverpool from the World Heritage list at the first meeting subsequent to the commencement on site of any element of the proposal which it considers will damage the WHS. And the views of English Heritage who have advised that they consider the development will have a damaging impact on the heritage assets, especially the OUV of the WHS are also noted.

A number of amendments have been made to the original scheme in an effort to address concerns raised. The application has in effect been re-structured at the local planning authority's request to provide greater clarity about the development proposed. A series of additional supporting documents have been provided to give more certainty about the development and greater assurance that high quality development proposals can be progressed through neighbourhood masterplans and detailed applications while having particular regard to the preservation of heritage assets and the impact on the WHS. In consultation with the local planning authority and English Heritage the applicant has revisited each building proposed within the masterplan repositioning and in some cases removing buildings. Building heights have been amended across the site, footprints changed and the form and function of the landscape redrawn to ensure that heritage is drawn out where it is practical to do so. A detailed archaeological survey report has been provided and the underground parking re-modelled to demonstrate the most sensitive areas of archaeology are avoided. Detailed conditions have also now been devised by the local planning authority which ensures these considerations will be carefully assessed as and when detailed proposals are worked up at the reserved matters stage.

In wider terms it is clear the Liverpool Waters scheme has a number of benefits. The proposals represent a private sector led investment valued at approximately £5.5 bn, once completed, which does not depend on public sector subsidy. The site is a key component of the North Liverpool Growth Point which seeks to secure additional residential development. It is identified as part of the new Enterprise Zone which aims to support private sector led growth and job creation across a wide economic area. The development proposes in total 9000 new homes and over 300,000sqm of high quality office space which could deliver over 16,000 new jobs at the heart of some of the most deprived parts of the city. The development will completely transform the site creating a distinctive attractive environment with new parks and public spaces and activate disused water spaces. It will provide a new leisure resource for the city and re-open access to the waterfront complimenting improvements at Mann Island, Albert Dock and Kings Dock. And provide a new cruise liner terminal bringing further tourism investment into the city.

In planning policy terms the Head of Planning believes that, subject to mitigation through the S106 obligations and conditions that, the scale of the development and location and principles of land uses proposed conform to the existing and emerging national and regional and local planning policy including PPS1 PPS 4, the UDP and the LDF Core Strategy. The central docks area of the site is identified as an appropriate location for a cluster of tall buildings in the WHS Supplementary Planning Document and for the reasons explained in this report the Head of Planning is satisfied the development meets the criteria required for compliance with the SPD and the underlying policies of the development plan.

A carefully considered range of controls have therefore been developed through S106 Agreement, S278 Agreement and planning conditions which will ensure the masterplan vision and key development principles are carried forward to the detailed planning stage. The Head of Planning believes these controls will ensure the development can be implemented in a phased and coordinated manner that will satisfy the necessary planning, design and heritage requirements and provide an appropriate framework for managing the implementation of the proposals.

Accordingly local planning authority concurs with the Head of Planning that having regard to the merits of the application, all relevant material considerations including national planning policy, the relevant policies of the UDP, Core Strategy, and WHS SPD, all consultation responses particularly those received from statutory consultees and the views of ICOMOS/UNESCO regarding the WHS the application is on balance is acceptable.

7. The applicant is advised that listed building consent is required for all alterations to listed buildings / structures, including the connection of bridging structures to listed quaysides and the replacement of dock gates, and it will be an illegal act for any such works hereby authorised by this full planning permission to be implemented in advance of the requisite listed building consent being obtained.

8. The applicant is advised that all necessary off-site highway enhancement works to be implemented in the development hereby approved, as set out in Conditions 10, 40 & Schedule 2 of this consent and as defined by Schedule 8 of the Section 106 Agreement attached to this consent, shall be carried out by means of a Section 278 Highways Agreement to adoption standards, and at nil cost to the City Council. All highway materials that are removed shall be reclaimed by the City Council. In this respect, the applicant should contact the Council's Highways Management Section on telephone number: 0151 233 5241.
9. The applicant is advised that all works to the adopted public highway, as well as all new highways and footways within the application site which are not be offered up for formal adoption, shall be implemented to adoption standards and constructed/overseen by Enterprise Liverpool, at nil cost to the City Council. For any new highways to be adopted and maintained at public expense, the developer shall be required to enter into an agreement with Liverpool City Council pursuant to section 38 of the Highways Act 1980; all works and associated legal agreements shall be at the developer's cost and at nil cost to the City Council. For the avoidance of doubt, this will require the incorporation of dropped kerbs and tactile paving at all pedestrian and vehicular crossings in order to allow safe access. In this respect, the applicant should contact the Council's Highways Management Section on telephone number: 0151 233 5241 and Enterprise Liverpool on telephone number: 0151 233 6550.
10. The applicant is advised that a Section 177 Highways Licence will be required for any parts of the building or structures that are situated on or overhang the public highway, which for the avoidance of doubt shall have a minimum footway clearance of 2.6 metres and shall not come within 500 mm of the vehicular carriageway, unless otherwise agreed in writing by the Local Planning Authority (in consultation with the Council's Highways Management Section). In this respect, the applicant should contact the Council's Highways Management Section on telephone number: 0151 233 8241.
11. The applicant is advised that the temporary closure of any highways will require a formal application to the City Council for an order to carry out works over the highway under The Planning or Highways Acts. In this respect, the applicant should contact the Council's Private Streetworks Section on telephone number: 0151 233 4556.
12. The development proposes the construction of new residential units, and Liverpool City Council is the street name and numbering authority with the responsibility of allocating postal addresses to new properties and existing properties converted to residential use. It is essential therefore that full consultation is entered into with Liverpool City Council Streetworks Section to ensure that appropriate street naming and/or numbering is appropriately agreed and managed within this development in accordance with LCC standards and policy. In this respect, the applicant should contact the Council's Highways Management Section on telephone number: 0151 233 5241.
13. The applicant is advised that the challenge to comply with the requirements of the Disability Discrimination Act (DDA) 1995 (as superseded by the Equality Act 2010) remains the duty of the building occupier. The Acts oblige the service provider / operator of a building or place that is open for people to enter or use, to remove, alter or provide a reasonable means of avoiding physical barriers where it would be seen as a reasonable adjustment and where it is possible to do so.
14. The applicant is advised that Merseytravel will require appropriate measures to be put in place that ensure the development, at all stages of its demolition and construction works and in its final format, would in no way impact upon the safety, operation or structural integrity of the Kingsway Tunnel (which underlies the Central Docks Neighbourhood of the application site) or any of its supporting infrastructure, including Mersey Tunnels ventilation and extraction equipment in terms of air movement, access for maintenance and future renewals. This would include agreement on the extent and method of construction of buildings and open spaces in this locality, including foundation and basement design, means of any pilling, foul and surface water drainage arrangements and any other underground utility provision, so as to understand any increase/decrease of loading on tunnels, both temporary and permanent, In this respect, the applicant should contact Merseytravel on telephone no: 0151 227 5181.
15. The applicant is advised that all bus infrastructure equipment and facilities to be provided, both on and off-site, should comply with Merseytravel's standard infrastructure requirements. Furthermore, all new highway layouts, including bridges, other structures, junctions and carriageways which are intended for use by public transport vehicles, should be constructed to a design and standard that would permit two way operation of full sized 15.5m rigid buses and 18m articulated vehicles. In this respect, the applicant should contact Merseytravel on telephone no: 0151 227 5181.
16. Merseyside Fire & Rescue Service requires that the premises and access for fire appliances should comply with Sections 52 - 55 of the County of Merseyside Act 1980 and with the requirements of Approved Document B5 of the

Building Regulations 2000. Water supplies for fire fighting purposes should be risk assessed in accordance with recommended guidance and in liaison with United Utilities with suitable and sufficient fire hydrants supplied.

- The residential accommodation should have a water supply capable of delivering a minimum of 20 to 35 litres per second through any single hydrant on the development.
- The car parking and service areas should have a water supply capable of delivering a minimum of 25 litres of water per second through any single hydrant on the development or within a vehicular distance of 90 metres from the complex, and consideration should be given to the use of suppression systems in basement car parks (see BRE publications).
- Shopping, offices, recreation and tourism developments should have a water supply capable of delivering a minimum flow of 20-75 litres per second to the development site.
- Village halls should have a water supply capable of delivering a minimum flow of 15 litres per second through any single hydrant on the development or within a vehicular distance of 100 metres from the complex.
- Primary schools & single storey health centres should have a water supply capable of delivering a minimum flow of 20 litres per second through any single hydrant on the development or within a vehicular distance of 70 metres from the complex.
- Secondary schools, colleges and large health centres should have a water supply capable of delivering a minimum flow of 35 litres per second through any single hydrant on the development or within a vehicular distance of 70 metres from the complex.

17. The Environment Agency has advised as follows:

- Foul or surface water disposal into the docks and River Mersey, during both construction and operation, shall obtain the necessary consents and environmental permit requirements through the Environmental Permitting Regulations 2010, unless an exemption applies, in consultation with the Environment Agency and United Utilities Plc, ensuring compliance with the Water Framework Directive.
- Future Flood Risk Assessments required in connection with this development will be required to identify the risk of tidal flooding due to wave overtopping of the existing riverside dock wall.
- Surface water drainage systems shall be designed to ensure that there is no external flooding up to a 1-in-30 year standard of protection and no flooding of buildings or off-site flooding up to a 1-in-100 year standard of protection, including allowances for climate change.
- Dialogue between all parties (the applicant, LCC, UU and the Agency) should continue throughout the development with regards to capacity/accommodation issues of foul sewage infrastructure and potable water supply, and any identification of resource availability for potable water shall take into account growth aspirations of other Local Authorities.

In this respect, the applicant should contact the Environment Agency on telephone no: 01925 543 361.

18. The applicant is advised that United Utilities has advised as follows:

- They advise that they are the appointed water company for this area, and Peel Water Networks Ltd would need to apply to Ofwat for a variation to their licence to become the appointed water company for Liverpool Waters, but it is unknown whether they would be eligible for variation.
- All aspects of strategic utility demand and wastewater connectivity must be agreed in principle with United Utilities before consent is granted, in particular further discussions will need to take place regarding the deposit of any additional sludge in the Mersey Valley Sludge Pipeline.
- They will not permit building over public sewers and will require access width strips to be maintained in accordance with minimum distances specified in the current issue of 'Sewers for Adoption'. Furthermore, deep rooted shrubs and trees should not be planted in the vicinity of the public sewer and overflow systems
- They will require that a careful assessment of the site is carried out to ascertain the position of existing sewers/drains with any necessary disconnection or diversion required as a result of the development carried out at the developer's expense.
- A soil survey must be undertaken to accompany any application for water so as to aid in the design of future pipework and to eliminate the risk of contamination of the local water supply.
- All internal water supply pipework shall comply with Water Supply (Water Fittings) Regulations 1999, and a separate metered supply to each unit will be required at the applicant's expense.

In this respect the applicant should contact United Utilities on telephone no: 01925 537 254.

19. The applicant is advised to liaise with Canal & River Trust (formerly British Waterways) when considering the issues of traffic management and other construction activities in relation to dock water spaces and the Leeds and

Liverpool Canal, including the closure of roads, footways, bridges or any part of the Leeds and Liverpool canal. For the avoidance of doubt, new bridging structures shall not hinder navigation of the Leeds and Liverpool canal. In this respect the applicant is advised to contact Canal & River Trust (formerly British Waterways) on telephone no: 01942 405 700 in order to ensure that any necessary consents are obtained and the works are compliant with the "Code of Practice for Works Affecting British Waterways.

20. Natural England has advised that Liverpool Waters has a key role to play in the development of the England Coast Path - a new National Trail around England's entire open coast, as provided for in the Marine and Coastal Access Act 2009 (the 2009 Act), and the applicant should ensure that dialogue is developed and maintained with the most appropriate body in order to ensure that the development takes account of the developing National Trail. In this respect the applicant should contact Natural England on telephone no: 030 060 4230
21. Sports England has recommended that the applicant contact various national governing bodies for water sports for advice and for contacts to local clubs in connection with any marina or sailing club, including: British Canoe Union, British Dragon Boat Racing Association, Royal Yachting Association, British Rowing and British Water Ski. In this respect the applicant should contact Sports England on telephone no: 0207 273 1718.
22. Schedule of Approved Documents:

The Council's decision is based upon its consideration of the submitted planning application documents and plans (Principle Application Documents and Supporting Documents) as updated (all dated November 2011 and received by the Local Planning Authority on the 8th & 16th December 2011 with the exception of the Habitats Regulation Assessment dated July 2012 and received by the Local Planning Authority on the 10th July 2012), unless otherwise stated, as listed below:

- Archaeological Deposit Model;
- Building Characterisation & Precedent Study ("BCPS");
- Conservation Management Plan for the Protection, Conservation and Preservation of Heritage Assets;
- Design and Access Statement;
- Destination Strategy;
- Energy Statement;
- Environmental Statement;
- Environmental Statement Non-Technical Summary;
- Flood Risk Assessment;
- Flood Risk Addendum;
- Habitats Regulation Assessment Screening Report;
- Heritage Impact Assessment;
- Housing Statement;
- Liverpool Waters Indicative Masterplan (October 2011);
- NATS Report into safeguarding and operational impacts of Liverpool & Wirral Waters;
- Parameter Plan Report (incorporating Parameter Plans);
- Planning & Regeneration Statement;
- Public Realm Characterisation & Precedent Study "(PRCPS)";
- Retail, Leisure & Office Statement;
- Statement of Community Involvement;
- Statement of Key Development Principles;
- Sustainability Appraisal;
- Transport Assessment (including Supplementary Document and Supplementary Model); and
- Updated Planning Application form.

Decision Policy Reasons:

The following policies are relevant to this decision:

Liverpool's Unitary Development Plan (November, 2002)

GEN1: Economic Development.

GEN3: Heritage and Design in the Built Environment.

GEN4: Housing.

GEN5: Shopping.

GEN6: Transportation.

GEN7: Community Facilities.
 GEN8: Environmental Protection.
 GEN9: Liverpool City Centre.
 E2: Office Development.
 E3: Port Development.
 E6: Mixed Use Areas and Sites for Various Types of Development.
 E8: Tourist Attractions and Facilities.
 E9: Leisure Development.
 HD1: Listed Buildings.
 HD3: Demolition of Listed Buildings.
 HD4: Alterations to Listed Buildings.
 HD5: Development Affecting the Setting of a Listed Building.
 HD7: Conservation Areas.
 HD8: Preservation and Enhancement of Conservation Areas.
 HD9: Demolition of Buildings in Conservation Areas.
 HD10: Alterations of Non-Listed Buildings in Conservation Areas.
 HD11: New Development in Conservation Areas.
 HD12: New Development Adjacent to Conservation Areas.
 HD14: Streetworks in Conservation Areas.
 HD17: Protection of Archaeological Remains.
 HD18: General Design Requirements.
 HD19: Access for All.
 HD20: Crime Prevention.
 HD21: Energy Conservation.
 HD23: New Trees and Landscaping.
 HD24: Public Art.
 HD28: Light Spillage.
 OE4: The Mersey Coastal Zone.
 OE5: Protection of Nature Conservation Sites and Features.
 OE6: Development and Nature Conservation.
 OE7: Habitat Creation and Enhancement.
 OE14: Open Space in New Residential Developments.
 OE15: Environmental Improvement Corridors
 OE16: The Leeds and Liverpool Canal.
 OE17: The Recreational Routes Network.
 H3: City Centre Living.
 H5: New Residential Development.
 S12: Out-of-Centre Retailing.
 T1: Bus Facilities.
 T2: Rail Facilities.
 T3: Merseyside Rapid Transit
 T4: Taxis.
 T5: Cross River Ferries.
 T6: Cycling.
 T7: Walking and Pedestrians.
 T9: Road Safety.
 T10: New Road Schemes.
 T10: New Road Schemes.
 T11: Major New Road Schemes.
 T13: Car Parking for the Disabled.
 T14: City Centre Car Parking Strategy.
 T15: Traffic Impact Assessment.
 C1: Social Facilities.
 C3: Health Care.
 C4: Child Care Facilities.
 C5: Schools.
 C8: Indoor Sports Facilities.
 C9: Outdoor Sports Facilities.
 C10: Children's Play Areas.
 EP1: Vacant, Derelict and Neglected Land.
 EP2: Contaminated Land.
 EP3: Landfill Gas

EP7: Recycling.
EP8: Fly Tipping
EP9: Waste Storage.
EP11: Pollution.
EP12: Protection of Water Resources.
EP13: Flood Prevention.
EP15: Environmental Impact Assessments.
EP16: Renewable Energy.

Local – Supplementary Planning Documents / Guidance

Liverpool Maritime Mercantile City World Heritage Site – Supplementary Planning Document (October, 2009).
Ensuring a Choice of Travel – Supplementary Planning Document (December, 2008).
Local Transport Plan 2 (2006 – 2011)
Design for Access for All – SPD
Commercial Quarter – Supplementary Planning Document (August, 2006).
Liverpool Urban Design Guide (July, 2003).
Supplementary Planning Guidance Note 10: New Residential Development (2001)
City Centre Main Retail Area Strategy (April, 2011)
Strategic Housing Land Availability Assessment (2010).
Strategic Housing Market Assessment (2011)
Housing Strategy Statement (2009 - 2011)

Regional Policy

The following policies of RSS13 are relevant to the assessment and determination of this application:

RDF1 - Spatial Priorities
LCR1: Liverpool City Region Priorities
LCR2: The Regional Centre & Inner Areas of Liverpool City Region
L1: Health, Sport, Recreation, Culture & Education Services Provision
W1: Strengthening the Regional Economy

Emerging Local Development Framework – Core Strategy Publication Draft (January, 2012)

SP1: Sustainable Development Principles
SP3: Delivering Economic Growth
SP4: Economic Development in the City Centre
SP5: Economic Development in the Urban Core
SP9: The Location and Phasing of New Housing
SP11: Housing Provision in the urban Core
SP14: Housing Mix City Centre
SP15: Housing Mix – Urban Core
SP18: the Hierarchy of Centres of Liverpool
SP19: City Centre Shops and Services
SP20: Urban Core Centre Hierarchy
SP23: Key Place-Making and Design Principles
SP25: Liverpool Maritime Mercantile City world Heritage Site

National Policy

The National Planning Policy Framework (NPPF)

Former national policies including:

PPS1: Delivering Sustainable Development & Supplement.
PPS Planning Policy Statement: Planning and Climate Change – Supplement to PPS1.
PPS3: Housing
PPS4: Planning for Sustainable Economic Growth (Policies EC10, EC11, EC14, EC15, EC16, EC17 & EC19).
PPS5: Planning for the Historic Environment (Policies HE1, HE2, HE6, HE7, HE8, HE9, HE10 & HE12).
PPS9: Biodiversity & Geological Conservation.
PPS10: Planning for Sustainable Waste Management.
PPG13: Transport.

PPG14: Development on Unstable Land.
PPG17: Planning for Open Space, Sport and Recreation.
PPG20: Coastal Planning.
PPS22: Renewable Energy.
PPS23: Planning and Pollution Control.
PPG24: Planning and Noise.
PPS25: Development and Flood Risk
PPS25 Supplement: Development and Coastal Change.
Good Practice Guide on Planning for Tourism

CABE and English Heritage Guidance for Tall Buildings (2006)
Planning for Growth Bill / Localism Bill (2011)
Circular 07/2009: The Protection of World Heritage Sites
English Heritage Guidance: Seeing The History In The View
English Heritage Guidance: The Setting of Heritage Assets
By Design – Urban Design in the Planning System

National & European Legislation

- The Environmental Protection Act (1990)
- Environment Act (1995)
- Climate Change Act (2008)
- Air Navigation Order (2009)
- The Town and Country Planning (Environmental Impact Assessment) Regulations 2011.
- European Habitats Directive 92/43/EEC (as superseded by the Conservation of Habitats and Species Regulations 2010).
- European Conservation of Wild Birds Directive (79/409/EEC) (“The Birds Directive”).
- Conservation of Natural Habitats and Wild Flora and Fauna Directive (92/43/EEC) (“The Habitats Directive”).
- Freshwater Fish Directive
- Water Framework Directive (& Groundwater Regulations 2009)
- Air Quality Directive
- Waste Directive
- Landfill Directive
- Renewable Energy Directive

International

UNESCO’s *Operational Guidelines for the Implementation of the WH Convention* (2008)
ICOMOS’s *Guidance on Heritage Impact Assessment for Cultural World Heritage Properties* (January 2011)
ICOMOS’s *Xi’an Declaration* (2005)
UNESCO’s complementary *Declaration on the Conservation of the Historic Urban Landscape* (2005)
UNESCO’s Budapest Declaration (2002)
UNESCO’s *World Heritage Papers 25, World Heritage and Buffer Zones* (2008)
UNESCO’s *World Heritage Papers 27, Managing Historic Cities* (2010)
UNESCO’s *Recommendation on the Historic Urban Landscape* (2011)
ICOMOS’s *Burra Charter* (1999)
ICOMOS’s Nara Document on Authenticity (1994)
ICOMOS’s Washington Charter (1987)

Schedules:

Schedule 1

Planned Floorspace per Neighbourhood by Land Use (Sq Metres)

Based on Liverpool Waters Statement of Key Development Principles as approved, Tables 2.1/2.2

Use Class	Princes Dock	King Edward Triangle	Central Docks	Clarence Docks	Northern Docks	Fixed Totals (Note 1)
A1 Shops (comparison)	0	900	8,700	5,700	4,000	19,100
A1 Shops (convenience)	100	1,000	4,200	1,500	1,000	7,800
A2 Financial & Professional	0	4,800	2,600	1,100	300	8,600
A3 Restaurants & Cafes	7,600	400	11,900	5,200	2,200	27,100
A4 Drinking Establishments	0	2,600	12,600	2,900	1,200	19,200
B1 Business	57,100	85,300	165,900	4,600	1,800	314,500
C1 Hotels	14,900	0	35,400	2,800	0	53,000
C3 Dwelling Houses	88,500	100,800	235,300	89,400	219,500	733,200
D1 Non-Residential Institutions	0	0	600	1,800	6,600	8,900
D2 Assembly & Leisure	800	0	30,700	1,000	1,000	33,300
Servicing	4,700	3,600	17,500	4,500	5,800	36,000
Sui Generis (other)	0	0	16,600	0	1,000	17,600
Sui Generis (Parking)	25,200	62,300	180,400	41,900	103,100	412,800
Indicative Column Totals (Note 3)	198,900	261,700	722,400	162,400	347,500	1,691,100

Notes: (1) Row totals fixed as per Liverpool Waters Statement of Key Development Principles Table 2.1.

(2) Cell data rounded as per Liverpool Waters Statement of Key Development Principles Table 2.2 and therefore do not sum precisely to row totals.

(3) Column totals are indicative, based on summation of the rounded cell data, and therefore do not sum precisely to the overall row total.

(4) All floorspace figures shown are gross internal (as per the planning application form).

Schedule 2

Liverpool City Council Requirements for Off-site Highway, Pedestrian and Cycle Improvements to be Provided Progressively as Necessary in Accord with the Quantum of Development to Support Development within Liverpool Waters Prior to 2024 - Associated with Neighbourhoods A, B and C (Identified on Parameter Plan 002)

(The following improvements are identified in Liverpool Waters Transport Assessment (November 2011))

Highway Improvements

These comprise road improvements, junction improvements and site accesses schemes as defined and shown on the indicative location plan in the Transport Assessment (November 2011) "Do Something Network Changes Report" as follows:

- I) Waterloo Road / Oil Street Junction – (Priority junction upgraded to traffic signal control. Including pedestrian crossing to the north of Oil Street). (Scheme C);
- II) Great Howard Street / Chadwick Street / Oil Street – (Priority junction upgraded to traffic signal control; Oil Street changed to one-way operation eastbound and Chadwick Street / Chisenhale Street junction - major road priority changed to assist cyclists and pedestrians.) (Scheme M);
- III) Great Howard Street / Little Howard Street – (Priority junction upgraded to traffic signal control and Vandries Street changed to one-way operation westbound to assist cyclists and pedestrians.) (Scheme N);
- IV) Kirkdale Road / Smith Street Junction – (Carriageway widening and lane re-allocation on north and southbound approaches.) (Scheme Y1);
- V) Leeds Street / Vauxhall Road Junction – (Carriageway realignment with additional capacity for straight-ahead and left turn traffic on Leeds Street.) (Scheme U);
- VI) The Strand - Nearside bus lane, northbound direction, between James Street and Water Street.

Pedestrian and Cycle Route Improvements (See footnote to this schedule)

- I) Off site cycle routes (some extending on-site) which shall include (as detailed in the TA Pedestrian and Cycle Enhancements Report):
 - a. Route 4 – Oil Street - Chadwick Street with Little Howard Street - Vandries Street.
 - b. Route 5 – William Jessop Way – Old Hall Street/Brook Street
 - c. Route 6 – Princes Parade – Water Street
 - d. Route 7 – Canada Boulevard and Mann Island
 - e. Route 8 – Canada Boulevard – Liverpool One Bus station – Duke Street – Route 56
 - f. Route 9 – Canada Boulevard – Albert Dock – River Side south
- II) Footway improvements Including:
 - a. The reinstatement of footway across redundant accesses on the west side of Waterloo Road adjacent to the development site;
 - b. The creation of new accesses to the Liverpool Waters development with dropped kerbing and tactile paving;
 - c. The provision of dropped kerbs and tactile paving at existing and proposed informal pedestrian crossing points reasonably related to additional use in connection with the approved development on Waterloo Road and Bath Street;
 - d. Providing adequate footways on the industrial streets between Waterloo Road /Regent Road and Great Howard Street reasonably related to additional use in connection with Liverpool Waters, namely: Oil Street and Vandries Street; and

- e. Providing adequate footways on the streets to the east of Great Howard Street reasonably related to additional use in connection with Liverpool Waters: namely Chadwick Street (links to Chisenhale Street) and Little Howard Street.
 - f. Extending the existing footway on the east side of Princes Parade from St Nicholas Place into Princes Dock (adjacent to the temporary cruise liner passenger facility) to provide adequate crossing facilities to maintain a step free pedestrian route into the development.
- III) Pedestrian and/or cycle crossings (Including improvements to existing facilities and new construction) as follows:
- a. Bath Street – (Scheme K as defined and shown on the indicative location plan in the Transport Assessment (November 2011) “Do Something Network Changes Report”); and
 - b. Implementation strategy for and the carrying out of the enhancement of pedestrian / cycle connectivity at the Brook Street / Bath Street crossing.
-

Note: all on-site works are subject to detailed design through the processes of discharge of conditions attached to the planning permission and Reserved Matters approvals

Schedule 3

Highway & Public Transport Enhancement Strategy Monitoring and Review Regime

The Highway & Public Transport Enhancement Strategy monitoring and review mechanisms referred to in Condition 10 and required in advance of any development in neighbourhoods C, D and E (or 2021, whichever the earlier) shall identify the range, methodology, format and timetable of travel monitoring.

The results of the monitoring shall be submitted annually to the Local Planning Authority commencing concurrently with submission to the Local Planning Authority of the first Detailed Neighbourhood Masterplan for neighbourhood C, D or E required by Condition 11.

The monitoring shall include, but not be limited to:

- I. Mode split of Liverpool Waters visitors and residents based on sample surveys including:
 - a. Cars entering/leaving site, including where vehicles park on site;
 - b. Bus patronage of relevant routes;
 - c. Rail passengers – split by station, including which entrance, and the mode of travel between station and LW site;
 - d. Foot (origin and destination); and
 - e. Cycle (origin and destination).
- II. City Centre railway station utilisation based on sample data – to include data as available from the rail operators including platforms, lifts, corridors, escalators at peak times;
- III. Merseyrail rolling stock utilisation/spare capacity at peak times – to include sample data as available from the rail operator.
- IV. Cross river movements – private vehicles, bus, rail, ferry – to include sample data as available from the operators.
- V. Car parking availability in the streets within 800m from the entrance to any building within the Liverpool Waters site.

The Strategy should also set out arrangements for updating the Transport Assessment if deviations from the mode share predicted in the TA are considered reasonably by the Local Planning Authority to be significant.

Schedule 4

Design Code Methodology

1. The Design Code should be produced as a set of illustrated design rules and requirements advising on the physical development of the site, building on the agreed vision, the Principal Application Documents and the key documentation including the SKDP, BCPS, PRCPS and the DAS.
2. The Applicant will be responsible for commissioning and drawing up the Design Code in collaboration with LCC.
3. The Design Code will include a series of detailed neighbourhood masterplans as referred to in Condition 11 attached to this permission based on the principles outlined in the SKDP, BCPS, PRCPS and the DAS.
4. The Design Code and Detailed Neighbourhood Masterplans will include a Public Art commissioning strategy.
5. The main design drivers of the Code will be based on the following objectives:
 - Distinctive place (to acknowledgement the context of the WHS and its Buffer Zone)
 - Continuity and coordination to ensure integration with areas outside the site
 - Public realm quality to deliver quality continuity across the Neighbourhoods
 - Creative interpretation to allow for flexibility in design quality
 - Sustainable design as an integral overarching theme.
6. The Detailed Neighbourhood Masterplans and design codes will be based on the requirements set out in Condition 11 and address the Design Code matters in the following table:

Scales of action	Masterplans	Design Code
Settlement Pattern	Major infrastructure	Major roads, bridges, public transport network, design principles for waste recycling and related infrastructure such as CHPs
	Structure planting	Continuity, species, relation to topography
	Water management	Drainage, recycling/harvesting, reed beds , water features
	Road and cycle network	Road types, hierarchies, dimensions, capacities and characters, cycle network continuity
	Open space network	Standards, open space typology and features, connectivity
Urban Form	Connections	Edge treatments, boundaries
	Street network	Urban grain, grid types, connectivity
	Block pattern	Block form, privacy distances
	Building lines	Frontage continuity, set backs

	Plot form	Plot size, width, adaptability
	Building location	Orientation, position on plot, overlooking and overshadowing, natural surveillance, microclimates
	Density contours	Dwellings per hectare, plot ratios, intensification nodes
	Views and vistas	Relation to topography, corridors, backgrounds
Urban Space	Open space	Standards, types, forms, layout, access, landscape, planting, management
	Public space	Patterns, types, enclosure ratios, forms, layout, connection, uses, management
	Carriageways	Junctions, road specifications, traffic calming, services routing, servicing
	Cycle and footpaths	Footpath specifications and cycle path specifications, paving, kerbs, gutters, road markings, other details
	Public /private space	Principles for courtyards, covered streets, arcades, colonnades
	Private gardens	Standards, roof gardens, landscaping
	Play spaces	Standards, types, equipment, management
	Parking Standards	Car parks, parking courts, on-street types and treatments overlooking, lighting, landscaping, electrical vehicle charging points
Built form	Building forms	Bulk, massing, heights, storey heights, building envelopes, adaptability
	Building types	Residential, commercial, leisure, cultural, civic
	Building frontage	Active frontage, entrance frequency, architectural styles, features, proportions, rhythms, expression, window /wall ratios, materials, colours, balconies, porches, signage, shopfront design, illumination
	Mix of uses	Distribution, proportions, mixing – vertical and horizontal
	Townscape features	Rooflines, corner treatments, landmark / background treatments, focal points, advertising
	Heritage assets	Integration, preservation, management
	Street trees	Species, numbers, placements
	Soft landscape	Standards, planting species, biodiversity, lawns and verges, planting beds and areas, planters
	Public realm	Street furniture, bollards, recycling points, waste bins

		boundary treatments / materials, public art, fountains/water features, paving materials, colours, utilities equipment, street lighting, amenity lighting, bus shelters, CCTV, public toilets, cycle storage and cycle parking
Technical considerations		Environmental standards and energy efficiency
		Access standards and disabled parking
		Refuse storage and recycling
		Tenure mixing (e.g. affordable housing)
		Management and maintenance issues

Schedule 5

Key Public Open Spaces & Linkages based on the Liverpool Waters Indicative Masterplan and referred to in the Principal Application Documents **

- The Pontoon and Princes Jetty shall be provided in conjunction with Shanghai Tower before development Parcel 2a as defined on Parameter Plan 004 or any other subsequent development is commenced.
- The improved pedestrian crossing linking Neighbourhood B to Old Hall Street (referred to as King Edward Street Triangle in Written Key Development Principle 007d in the SKDP) shall be provided before the completion of any development at Parcel 2a
- Culture Square shall be provided at the same time as any cultural buildings are constructed within development Parcel 3c, and completed before the opening of any such building/s.
- Prospect Park shall be commenced at the same time as the start of any construction work to provide buildings in any of development Parcels 3a, 3b, 3c, 3d and 3f
- Central Park shall be commenced at the same time as the start of any construction work in development Parcels 3f or 3g;
- Clarence Graving Dock shall be commenced and completed before the opening of any structures in development Parcels 4b or 4c. This will include the restoration and repair of any historic elements of the existing structure.
- Bath Gate will be commenced and completed in conjunction with The Pontoon and Princes Jetty.
- Dublin Gate shall be provided at the commencement of any construction work with development Parcel 4b.
- Inland Promenade, Mersey View Esplanade and Canal Way Promenade shall be commenced in line with the Phasing Parameter Plan 003 and completed in stages. In the event that development does not conform to the phasing Parameter plan, and that development comes forward in areas that share a boundary with any of these routes, then the routes should be commenced and completed within the relevant neighbourhood.
- Victoria Clock Tower surrounds and Dock Masters Square will be commenced at the same time as any development within development Parcels 4d or 5b and completed before the opening of any new development within these Parcels. This includes for the restoration of historic fabric.

**** Note: all on-site works are subject to detailed design through the processes of discharge of conditions attached to the planning permission and Reserved Matters approvals. This includes the preparation of Detailed Neighbourhood Masterplans where the Indicative Masterplan will be considered in much greater detail, potentially leading to changes to the features shown on the Indicative Masterplan with the agreement of the Local Planning Authority.**

Schedule 6

Environmental Mitigation Measures

The Liverpool Waters Environmental Statement (November 2011) provides an objective and systematic account of the likely significant environmental effects of the Liverpool Waters development at full build out, the scope for measures to mitigate such effects and, on that basis, the ability of the development site and the surrounding area to accept any residual effects, after mitigation, relative to the current environmental baseline. All topics agreed through the scoping process that might give rise to significant environment effects are addressed.

The following table provides a summary of mitigation measures identified in the Liverpool Waters Environmental Statement (November 2011). The mitigation measures are designed to “*prevent, reduce and where possible offset any significant adverse effects on the environment*” (as required by the Town and Country Planning (Environmental Impact Assessment) Regulations 2011).

Number	Topic	Mitigation Measure
1	Archaeology & Cultural Heritage	Archaeological evaluation in areas of sensitivity or particular interest prior to building, service runs, or infrastructure excavation.
2	Archaeology & Cultural Heritage	Strategic routing of roads and services to avoid impacts on heritage assets and sites of interest and the adoption of methods of construction or installation that minimise impacts on such sites.
3	Archaeology & Cultural Heritage	The sub-surface extents of Clarence, Trafalgar and Victoria Docks to be marked within the pattern of proposed surfacing and where possible by the exposure of existing dock-wall capping stones
4	Archaeology & Cultural Heritage	A heritage management protocol, tied to the Conservation Management Plan to ensure the reasonable care and protection of heritage assets during construction and operation of the development.
5	Landscape and Visual	Consideration to be given to the detailed design of buildings-for each phase of the development to ensure a sense of cohesion given the long construction period. This should be considered with regard to the selection of detailing and materials to both complement and enhance the WHS and surrounding buffer zone.
6	Landscape and Visual	Design consideration to be given to the development of external public realm to facilitate the incorporation and connection of public areas into the surrounding landscape with minimal physical and visual obstructions.
7	Landscape and Visual	Phased construction within development plots to provide screening to construction activity within the site to reduce visual impact during construction. Hoardings also to be used during construction to screen visual intrusion at lower levels. and also when undertaking works in close proximity to residential properties bordering the construction site.
8	Lighting	Principal Contractor's Construction Phase Plan to include: 'A Construction Environmental Management Plan' (CEMP) with a lighting method statement for the type, use and management of lighting across the site, including restrictions on working hours and the use of directional lighting to minimise light spillage to a suitable level against the baseline sky-glow and location within the city of Liverpool and metropolitan area.
9	Lighting	Quantitative light assessment with appropriate methodology required at each detailed design stage to take account of specific development proposals and changes in the baseline environment and best practice/policy to ensure that lighting impacts are minimised

10	Ecology & Nature Conservation	Regular surveys for legally protected species to be undertaken throughout the construction period.
11	Ecology & Nature Conservation	Provide nest boxes for black redstart and accommodate nesting ledges and nest boxes for peregrines.
12	Ecology & Nature Conservation	Provide green/brown roof areas as foraging areas for black redstart.
13	Ecology & Nature Conservation	Provision of open-fronted nest boxes for swallows.
14	Ecology & Nature Conservation	Provision of floating pontoons to offer roosting and nesting opportunities for water fowl.
15	Ecology & Nature Conservation	Mitigation during construction to include use of mufflers on piling rigs, "work windows"; at specific times of the year when winter/passage water birds are likely to be present; buffer zones between sources of disturbance and roosting/feeding birds; and shielding of personnel and machines from the sightlines of roosting/feeding water birds.
16	Ecology & Nature Conservation	On-site planting to incorporate Natural England 'Natural Area' species where appropriate.
17	Ecology & Nature Conservation	Provide opportunities for invertebrates and bats along canal corridor through appropriate enhancements
18	Ecology & Nature Conservation	Planting of rows of trees to encourage bat foraging and commuting.
19	Ecology & Nature Conservation	Provide features suitable for pipistrelle bats on appropriate buildings, e.g. external bat boxes.
20	Ecology & Nature Conservation	Construction Environmental Management Plan to include management of potential ecological effects.
21	Surface Water, Flood Risk, Drainage and Water Demand	Phased Drainage Mitigation Strategy to consider the mitigation of flood risk against increases in peak runoff from the development and/or climate change. To allow discharge into the River Mersey and the existing dock water areas to attenuate any increase in flow. Below ground attenuation and SUDS to be assessed and designed in conjunction with detailed design for each development phase in discussion with the Environment Agency, British Waterways and United Utilities
22	Surface Water, Flood Risk, Drainage and Water Demand	Detailed Drainage Strategy to include detailed calculations of existing discharge rates and volumes.
23	Surface Water, Flood Risk, Drainage and Water Demand	Detailed Drainage Strategy to consider an increase in rainfall intensities of 30%.
24	Surface Water, Flood Risk, Drainage and Water Demand	Oil interceptors within the design of areas of car parking, and sediment and pollution entrainment measures across all other areas of hard standing such as a new surface water drainage collection system and trapped gullies with silt traps.
25	Surface Water, Flood Risk, Drainage and Water Demand	External finished site levels (with the exception of emergency access and identified heritage areas of public realm to be retained) to be engineered to provide positive drainage and prevent ponding. External areas to be designed to fall away from buildings and emergency access routes. Any overland flow resulting from extreme events to be channelled away from the entrances. Flood water to be directed to the dock spaces (but away from sensitive water bodies) through grease traps, oil interceptors and other relevant entrapment measures, where appropriate and where there is sufficient capacity to accommodate flood water within landscaped open spaces without any increased flood risk on any

		land/property.
26	Surface Water, Flood Risk, Drainage and Water Demand	Flood risk will need to be reviewed at each detailed design stage to take account of specific development proposals to ensure that flood waters from overtopping do not result in flooding elsewhere or increase flood risk by reducing capacity elsewhere.
27	Surface Water, Flood Risk, Drainage and Water Demand	Principal Contractor's Construction Phase Plan to be produced prior to the commencement of works on site and to include: - Pre-Construction Site Waste Management Plan and finalised Site Waste Management Plan, which makes provision for the storage of contaminated land and hazardous substances; - Construction Environmental Management Plan (CEMP). These documents to provide, amongst others, details of measures relating to Surface Water, Flood Risk, Drainage and Water Demand;
28	Surface Water, Flood Risk, Drainage and Water Demand	Works to be programmed in advance with the authorities to ensure appropriate notifications and necessary closures of the Leeds Liverpool Canal link are advertised and managed.
29	Surface Water, Flood Risk, Drainage and Water Demand	CEMP to be implemented during the construction phase
30	Surface Water, Flood Risk, Drainage and Water Demand	Design to respond to water efficiency principles against the measures / criteria which will contribute towards BREEAM 2008 and Code for Sustainable Homes credits
31	Surface Water, Flood Risk, Drainage and Water Demand	Produce draft operational site procedures to address maintenance works and any potentially polluting site activities, including the appropriate storage of hazardous substances. These will be for development and use by the future Management Company and tenants to the site.
32	Surface Water, Flood Risk, Drainage and Water Demand	Detailed drainage strategy for each phase to incorporate measures to limit potential misconnections during the implementation and operation of the drainage system. Detailed drainage investigations, planning and expert installation to limit the potential for misconnections during installation. Colour coded labelling of visible drainage structures (grates and pipes) to limit risks from future misconnections, if required - the restriction on phosphorous in laundry detergent coming into force from 2015 may then make this action redundant.
33	Ground Conditions and Hydrogeology	Additional investigation works including ground gas monitoring to be undertaken on a development cell basis. These to be based on detailed design of specific development proposals to verify the baseline conditions and existing risk assessment.
34	Ground Conditions and Hydrogeology	Quantitative Risk Assessment modelling may be required, subject to the findings of the site investigation and monitoring works. Results to be taken account of in the detailed design and the construction procedures.
35	Ground Conditions and Hydrogeology	Remediation Strategy and/or Earthworks Strategy to specify how the mounds and any chemically or geotechnically unsuitable materials are to be managed or remediated.
36	Ground Conditions and Hydrogeology	If applicable, use of a Materials Management Plan or environmental permits / exemptions to control the re-use of any site won soil arisings or material excavated on site.
37	Ground Conditions and Hydrogeology	An Environmental Management Plan for the safe storage and use of potentially contaminative materials during the

		redevelopment works.
38	Ground Conditions and Hydrogeology	All construction works to comply with regulatory requirements with regard to the storage and use of potentially contaminative or hazardous substances including fuels, cement and other building materials.
39	Ground Conditions and Hydrogeology	Pollution prevention equipment (e.g. bunded fuel tanks and fuel spill kits) to be kept in the construction area. Procedures for use of this equipment to be put into place. Refuelling operations to be carried out within a designated compound area sited away from watercourses and carried out over impervious drip trays.
40	Ground Conditions and Hydrogeology	Construction vehicles only active when required and regularly maintained to reduce leakages. Maintenance work to be carried out over impervious drip trays to prevent spillage of fuels and oil.
41	Ground Conditions and Hydrogeology	Wheel washers to prevent transference of mud and dirt onto public highways in periods of increased off-site trafficking.
42	Ground Conditions and Hydrogeology	Generation of soil dust impacts to off-site receptors to be reduced by minimising the surface area of exposed site soil by using managed and appropriately sited stockpiles. Dust suppression methods to dampen down dry soils and further reduce any residual risk.
43	Ground Conditions and Hydrogeology	Regular visual inspections and monitoring of nearby surface water courses to be conducted during the construction phase.
44	Ground Conditions and Hydrogeology	Site completion report and validation assessment to be prepared to demonstrate that earthworks and remediation works have accorded with the appropriate strategy and specifications. To include gas monitoring of any areas of significant volumes of earthworks.
45	Ground Conditions and Hydrogeology	Gas protection measures to prevent impacts to new buildings where required. This may require a combination of gas membranes and passive or active venting.
46	Ground Conditions and Hydrogeology	Fuels, oils or other chemicals used on the site to be stored in suitably secure bunded area during operation. The integrity of bunds to be checked regularly.
47	Ground Conditions and Hydrogeology	Assessment of any spills or leaks of fuels or chemicals that impact upon the ground conditions, with remediation if necessary.
48	Ground Conditions and Hydrogeology	All installed ground gas protection measures and remediation infrastructure (e.g. capping layers or barriers) to be monitored and maintained during the operational phase.
50	Ground Conditions and Hydrogeology	Regular maintenance of the site drainage system to prevent the possibility of contaminative impacts arising to the soils.
51	Air Quality	Principal Contractor's Construction Phase Plan to include: - Pre-Construction Site Waste Management Plan and finalised Site Waste Management Plan; and - Construction Environmental Management Plan (CEMP). These documents to provide, amongst others, details of measures relating to air quality.
52	Air Quality	Preparation of a CEMP in response to the review of the detailed Principal Contractor's Construction Phase Plan. To include specific method statements identifying working methods and controls to address air quality and a Dust Action Plan (DAP).
53	Air Quality	Construction phase activities to accord with MPS2: Annex

		A. Good practice measures to minimise fugitive dust impacts to include a Dust Action Plan (DAP) to be included, as part of a Construction Environmental Management Plan (CEMP), set around trigger conditions that may potentially cause dust nuisance to arise. Trigger conditions to take account of prevailing meteorology (such as wind speed and direction) and local conditions such as low soil moisture due to prolonged periods of hot and dry weather. DAP to include additional dust suppression measures beyond normal and routine dust abatement measures.
54	Air Quality	Additional mitigation measures to be considered by the Lead Contractor when completing activities deemed to be of high dust generating potential, such as demolition and ground works, and also when undertaking works in close proximity to residential properties bordering the construction site.
55	Air Quality	Contractors to adopt good practice measures to minimise the potential for any nuisance arising from site remediation and construction activities.
56	Air Quality	To prevent dust nuisance to adjoining occupiers, adequate screening and damping down during all excavation works, clearance works and other site preparations (including storage of construction materials). In addition: - Vehicles to be sheeted to prevent loss of materials off-site; - Storage locations for all materials that create dust, including soil, must be located away from the site boundary, particularly adjacent to residential properties, except where impractical, aggregated where possible to avoid the creation of many stockpiles, adequately screened to prevent wind loss and damped down where practical when being handled; - Drop heights to be minimised and chutes used where possible; - All site vehicles to have vertical exhausts to limit surface dust re-suspension; - Exposed soils to be seeded following construction and maintained damp until the vegetation prevents wind erosion; - Waste materials not to be burnt on-site; - Buildings to be screened with suitable debris screens and sheets; - Prolonged storage of materials on site prior to use and/or disposal to be avoided; - Construction phase monitoring of construction fugitive dust emissions; - Construction vehicles to pass through wheel washing facilities before accessing highways, on and off-site; - Road sweepers to clean highways, on and off-site, where fugitive dust escapes construction sites; and - Training for contractors and construction workers on dust mitigation.
57	Air Quality	During each phase, the construction compound is to be located at the far northern boundary of the development phase. To reduce the potential effects, plant to be located as far from local receptors as reasonably possible and plant engines not to be left idling when not in use. Haul roads to be located away from sensitive receptors, if possible.
58	Air Quality	Mitigation measures to reduce air quality impacts to

		include: - Mobile plant to be located away from residential areas and other sensitive receptors near to the proposed development site; - Lorries and plant with diesel engines on or off site to be well maintained to reduce emissions of visible smoke; - Engines not to be left idling unnecessarily, and plant and vehicles must not be parked in a position that could give rise to nuisance from exhaust fumes; - Site machinery and vehicles to use low-emission fuels; - Use of site vehicles and plant with low exhaust emissions (e.g. with particle traps) and emission controls such as catalysts or diesel particle filters; - Construction phase monitoring of construction plant and storage emissions; and - Training for contractors and construction workers on reducing air quality impacts.
59	Air Quality	Construction Traffic Management Plan to minimise traffic impacts from the transport of material. Measures to limit the air quality impacts during construction to include: - Materials to be locally sourced as far as possible; - Contractors to be locally sourced as far as possible; - Promotion of 'just-in-time' deliveries outside peak hours; - Promotion of designated delivery routes away from congested areas; - Construction phase monitoring of vehicle emissions; and - Implementation of the detailed Site Waste Management Plan to reduce vehicle trips associated with waste disposal.
60	Air Quality	BREEAM for Communities 'Excellent' rating to be achieved for the proposed development. During interim phases, development to deliver Code for Sustainable Homes Level 4 compliance with progressive improvements in thermal performance supported by development design guidelines. Post 2016 to achieve Code for Sustainable Homes Level 6 compliance. Non-domestic buildings to achieve BREEAM excellent or equivalent sustainability assessment standards.
61	Air Quality	Mitigation measures to reduce air quality impacts including - Use of low emission, high efficiency boilers; - Sustainable ventilation systems; and - Inclusion of appropriate design features at detailed design stages as part of the implementation of the Energy Statement, (WYG, November 2011)
62	Air Quality	Implement Travel Plans across the site throughout the lifetime of the development. Sustainable measures that encourage the use of sustainable modes of travel and discourage the use of the private car, to include: - minimising reliance upon motor vehicle use; - promoting alternative transport options; - including integrated cycle paths into surrounding environments; - including pedestrian walkways into surrounding environments; and - promotion of deliveries outside peak hours by means of servicing management strategy to reduce congestion on the road networks and reduce the potential for network capacity exceedences.
63	Noise and Vibration	Agreement to be sought with the appropriate consultees including, as a minimum the EPU at LCC, with regard to

		agreeing whether detailed noise and vibration assessments are required in relation to proposed construction works or operational elements of the scheme.
64	Noise and Vibration	Prior to the commencement of works on site, an adequately developed Principal Contractor's Construction Phase Plan to be prepared. To include a Construction Environmental Management Plan (CEMP). Specific method statements to identify methods of working and controls in demolition, excavation and construction to reduce or minimise potential noise and vibration impacts. 'Best Practicable Means' to be employed where necessary to minimise any noise impacts: - Careful selection of working methods and programme; - Selection of quietest working equipment available; - Positioning equipment behind physical barriers or provision of lined and sealed acoustic covers for equipment that could potentially contribute to a noise nuisance; - Directing noise emissions away from plant including exhausts or engines away from sensitive locations and receptors; - Ensuring that regularly maintained and appropriately silenced equipment is used; - Shutting down equipment when not in use; - Handling all materials in a manner which minimises noise; - If piling is undertaken, methods that minimise noise should be selected by the contractor if required; - Switch all audible warning systems to the minimum setting required by Health and Safety Executive; - Restricting hours of site operation in agreement with the LPA. If there is the requirement to undertake work outside of the agreed hours, further consultation should be undertaken with the LPA; - Where process could give rise to significant levels of noise, noise levels should be monitored regularly by a suitably qualified person; and - Employ best practices and follow guidance of British Standard 5228-1.
65	Noise and Vibration	The following physical and operational measures should be employed to reduced the potential effects resulting from construction generated vibration. These include: - Adoption of low vibration working methods or alternative working methods. Consideration should be given to the use of the most suitable low-vibration plant; - Where processes could give rise to significant levels of vibration, vibration levels should be monitored; - Removal of obstacles where piling is proposed; - The provision of cut off trenches; - Reduction of energy input per blow; and - Reducing resistance to penetration- e.g. pre-boring for driven piles and adding water to the hole for impact bored holes.
66	Noise and Vibration	For each phase of the development, assessment to be made of the requirement to include noise mitigation measures within the detailed design in relation to the potential impact of delivery noise, plant noise and, if applicable, entertainment noise in relation to the proposed residential elements of the scheme.
67	Noise and Vibration	With regard to plant noise, the following are to be

		considered where appropriate: - Careful choice of HVAC and refrigeration plant; - Restricting the noise level generated from a particular activity / process; - Orientation of plant away from sensitive receptors; and - Noise sources, in particular HVAC plant, to be attenuated at or near the source. Examples of noise control measures include the use of noise control measures at source, such as the installation of insulating materials or acoustic enclosures, or screening near to the source or receptor.
68	Noise and Vibration	Consider addressing noise attributable to deliveries and vehicle movements, if necessary. Once further information becomes available, (with regard to building layouts, timing of deliveries), consider: - provision of sealed loading bays; - enclosure and orientation of service areas away from identified receptors; and - restricting frequency and hours of deliveries within designated areas via a Servicing Management Strategy. Additionally, the Local Authority can impose restrictions on delivery times.
69	Noise and Vibration	Where amplified music is proposed, consideration to be given to the provision of acoustic insulation, lobby doors at entrance / exit points and potential for noise breakout through windows / vents etc. Consideration to be given to the location of external smoking / garden areas / terraces / public event areas / service areas to minimise the potential noise impact at identified receptors.
70	Noise and Vibration	Restriction on the operating periods of water based noise generating activities, particularly at night-time
71	Noise and Vibration	Any requirements for mitigation associated with changes to the volume of road traffic associated with the development and modifications to the road network are to be determined in future applications
72	Noise and Vibration	For sensitive receptors associated with the proposed scheme, such as residential or office premises, additional mitigation to be incorporated where required during the detailed design. Measures to include for example: orientating noise and vibration sensitive uses, spaces and rooms, away from noise generating sources; provision of acoustic insulation and glazed units with enhanced glazing performance; and alternative means of ventilation which enables rooms to be sufficiently ventilated without the need to open windows.
73	Traffic and Transport	As each neighbourhood comes forward, 'Construction Travel Plan' to be developed to encourage construction workers to use sustainable modes of travel. Construction Travel Plan to also include a delivery strategy with the aim of arranging for the majority of HGV vehicle movements to take place outside of peak hours.
74	Traffic and Transport	<u>Investigate</u> the potential of using barges in order to reduce HGV construction traffic generation on the highway network.
75	Traffic and Transport	Travel Plans to be implemented throughout the lifetime of the development, to include measures to encourage the use of sustainable modes of travel and discourage the use of the private car,
76	Traffic and Transport	Levels of development traffic and background traffic to be monitored as development progresses through the successive Travel Plans prepared for each phase. As

		detailed proposals come forward for individual plots / phases, individual transport assessment to be undertaken, if necessary, to characterise existing development traffic and background flows
77	Daylight and Sunlight	In conjunction with detailed design, the Daylight and Sunlight assessment should be revisited supported with more detailed information on the then existing properties together with proposed buildings in their vicinity. Further mitigation should then be developed, if required.
78	Daylight and Sunlight	Controlling the siting and design of buildings, open spaces and movement routes, including stepped facades and recessed upper floor levels, to ensure adequate levels of sunlight and daylight to receptors.
79	Microclimate	Improvements in conditions in most areas of high wind conditions (in terms of pedestrian comfort) are likely to be possible through design and use of local mitigation measures, such as the incorporation of larger canopies and podiums, and the use of planting, screens or wind breaks to open spaces, terraces and other external recreation areas. These should be considered in the detailed design of each part of the site. Further wind studies to be carried out in conjunction with detailed design.
80	Waste	Production of a comprehensive Site Waste Management Plan (SWMP) as a pre-commencement to each phase which reiterates and further develops the objectives of the site's waste management strategy, in both construction and operation. SWMP to address the objectives of the Waste Hierarchy together with other key waste management principles, such as the Proximity Principle, and seek to ensure use of local waste management facilities as far as is practicable.
81	Waste	Construction waste to be strictly managed in accordance with the procedures set out in the SWMP. The development of detailed SWMPs for each phase require discussions between key stakeholders on how to achieve greatest value in terms of waste reduction and the promotion of waste reuse and recycling. The most appropriate approach to be discussed with Liverpool City Council and revisited at regular intervals.
82	Waste	Strict site procedures and training to ensure that all site workers (including site management, contractors and sub-contractors) adhere to the requirements of the SWMP. This will ensure construction waste production is minimised where possible and that waste produced on site is adequately controlled.
83	Waste	Strict health and safety procedures for the whole development to minimise the risk to site workers arising from the management of construction wastes. All site workers to wear appropriate Personal Protective Equipment, including when handling waste materials. The transfer of waste between containers by site workers to be discouraged. Appropriate training for site workers to include waste management issues (storage and handling) and information on associated physical and health risks.
84	Waste	Reduced waste generation to be achieved during the development and operation of Liverpool Waters by managing waste in accordance with the 'Waste Hierarchy' principles, as published in the Waste Strategy for England 2007. Waste to be managed in order of preference by;

		- Reducing waste by designing it out; - Re-using waste materials; - Recycling waste; - Recovering energy from waste; and - Disposal to landfill (being least favoured option).
85	Waste	The generation of construction waste to be avoided wherever practicable. Waste generated on site to be sent for re-use and recovery, in preference to disposal, whenever practicable and economically viable. This is likely to involve processes to produce secondary aggregates in line with current guidance. Where possible, spoil, demolition materials and surplus construction material arising from the construction works to be reused on-site for landscaping and backfilling of excavations.
86	Waste	Any waste generated on site to be stored appropriately in designated service areas, which are enclosed and comprise sealed loading bays, where appropriate. If possible waste streams to be segregated to minimise contamination and to enable maximum recovery. Waste to be transported by authorised and registered Waste Carriers to local sites that operate in accordance with the appropriate Environmental Permits issued by the Environment Agency. Under the Duty of Care, the receiving site is to be authorised to accept the type and quantity of waste being generated. Transport of wastes to be minimised by the selection of local permitted sites where available through construction and operational travel plans and servicing management strategies. No disposal of waste by dumping or open burning to be permitted on site.
87	Waste	Waste to be segregated into reusable and recyclable waste streams with non-recyclable fractions also being separated out. Waste to be reused wherever, e.g. use of spoil for on-site ground works, concrete to be crushed for use as secondary aggregate, timber to be used for temporary shuttering etc. A key aim during the construction phase should be to retain 100% of inert excavated spoil on site and reuse it for landscaping or backfilling. The re-use of materials minimises the need for skips and waste compaction vehicles, reducing the number of waste vehicle movements.
88	Waste	The approach to the collection of household waste from residential premises during the operational phases of the development to be discussed with the Liverpool City Council and its advisors. Household waste recycling, composting and waste minimisation initiatives to be encouraged, through the direct provision of facilities and by promoting behavioural change for domestic residents.
89	Waste	Opportunities for maximising recycling and composting rates from domestic premises to be explored, and influencing factors such as the size, colour coding, labelling and location of waste receptacles to be considered once the contractual arrangements are being negotiated. The management of operational waste to be considered in detail at the design stage of the development with commitments made with respect to its future management.
90	Waste	The importation of construction materials for use in the development and the final landscaping to be correctly assessed to avoid surplus materials being ordered.
91	Waste	Construction materials to be appropriately stored to

		prevent damage or deterioration that renders them unusable for their proposed use. Materials to be ordered at the appropriate time to minimise storage times on site. Secure areas to be provided for material storage to prevent damage. Any deliveries of materials that are damaged or incomplete to be returned to the supplier. Packaging to be appropriately segregated and sent for recycling where facilities are available.
92	Waste	Construction wastes to be dealt with through careful management measures in addition to legislative requirements. Recommendations in the Waste Minimisation Statement produced in Appendix 2 of the Environmental Statement to be taken into account. Promotion of the use of post consumer recycled materials meeting the accredited British Standards and encouragement for the re-use of materials within the construction process.
93	Waste	Where temporary wooden shuttering and other construction based structures and forms are used, these should be re-used on site or disassembled and the materials re-used within the site/construction process.
94	Waste	Reuse of excavation waste to minimise the quantity of waste being sent to landfill. On-site re-use to be preferred, although transportation off-site is necessary. Whilst non-hazardous (non-contaminated) soils can be readily re-used, local redevelopment sites to be sourced that can re-use the contaminated material. Treatment is likely to be required for these contaminated soils to be acceptable.
95	Waste	Waste management meetings to be held with Liverpool City Council in conjunction with detailed design to agree waste management design and targets.
96	Waste	Operational household and commercial waste arisings from the development to be dealt with through a combination of design and management measures. The principles of the waste hierarchy set out in the national Waste Strategy (2007) to be followed to inherently mitigate the quantities of wastes arising as a result of the operation of the development with additional mitigation in the form of waste minimisation as the preferred option. This could be achieved, for example, through - design measures to reduce the quantity of residual (black bag) waste by offering the residents easy access to communal recycling and composting storage containers. - providing sufficient storage space to be provided at each property for recycling containers, (the precise size, type and quantity of container would depend on the appointed waste contractor and factors such as their waste collection equipment).
97	Waste	Baling of cardboard and plastic film (shrink wrap) prior to collection to be considered as a measure to reduce significantly the number of scheduled waste collections.
98	Energy and Climate	Mitigation for energy consumption and emission impacts from construction through the use of recycled and reclaimed materials, using efficient equipment and modern-construction techniques using local contracting firms during the construction process where practical, use of and application of site waste management plans to minimise waste of materials, and local treatment and management of contaminated land where practical.
99	Energy and Climate	Individual buildings to be designed to adapt to changes in

		climatic conditions and use – using approaches such as optimising passive solar gain, designing out overheating risks, flexible and adaptive services to meet changing occupancy and demands; decentralised community energy systems to adapt to changes in fuel supply availability and cost effectiveness, sustainable and good quality construction methods and materials to enable renewal and adaptation of buildings.
100	Energy and Climate	Site wide Carbon Reduction Framework to manage the project's emission impact from construction through to operation.

Schedule 7

Conservation Management Requirements

The Neighbourhood Conservation Management Strategies referred to in Condition 13 of this permission and the detailed Conservation Management Statements referred to in Condition 27 shall, as relevant to the neighbourhood or Reserved Matters application area concerned:

- 1.(a) Within those parts of the site falling within the World Heritage Site, include all heritage assets identified in the Principal Application Documents, the Environmental Statement (2011) and the Archaeology Deposit Model (November 2011) as contributing to the Outstanding Universal Value of the World Heritage Site, ensuring their conservation in a manner appropriate to their significance to the Outstanding Universal Value of the World Heritage Site;
- 1.(b) Include all heritage assets identified throughout the Liverpool Waters site in the Principal Application Documents, the Environmental Statement (2011) and the Archaeology Deposit Model (November 2011) ensuring their conservation in a manner appropriate to their significance;
identify potential risks to the conservation of the heritage assets;
2. establish a defined approach for the conservation of all heritage assets including potential opportunities for their early restoration;
3. establish a programme for providing controlled public access to selected heritage assets during conservation and in advance of development where practical (e.g. during archaeological excavation and events such as Heritage Open Days, International World Heritage Days and River Festivals);
4. identify any listed building consent applications planned;
5. identify a programme for the conservation of the Dock Boundary Walls within the neighbourhood or reserved matters application area concerned (including existing ancillary features such as original Dock Wall gates, shelters and drinking fountains) and for re-instating replica dock wall gates where they have been removed in the past;
6. establish a programme in conjunction with the Detailed Neighbourhood Masterplans referred to in Condition 12 and as indicated in the Principal Application Documents for re-using the historic dock water-spaces in accordance with the guidance in the WHS SPD and bringing animation and public art into them;
7. provide a reference and interpretation programme for the Liverpool Waters site, including:
 - a. publishing the recorded information digitally for popular, professional and academic use;
 - b. provision for on-site and digital interpretation;
 - c. support for Liverpool City Council's educational programmes to transmit the significance of the site and the regeneration initiatives to schools, universities, community groups and others through the measures set out in this schedule;
8. identify a strategy of feature lighting of heritage assets;
9. manage vehicle routing during construction and the removal of waste, ensuring roads, services and bridges avoid historic surfaces, as far as practical, in order to protect heritage assets;
10. ensure that reasonable safeguards are put in place designed to prevent damage to heritage assets during the subsequent operation of the development;
11. define responsibilities for monitoring and future maintenance in respect of all heritage assets;
12. make provision for controlled public access where practical and interpretation of the heritage assets contained within the respective Neighbourhood or Reserved Matters application area concerned;
13. ensure that land level changes in respect of flood risk mitigation, as outlined in the Flood Risk Assessment (November 2011) and the Environmental Statement (November 2011), are achieved in a manner that also provides for the conservation of heritage assets.

Note: For the purposes of this permission the definition of “conservation” follows that contained in the National Planning Policy Framework (Annex 2) ie – Conservation is “the process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance”.

Having regard to the policies of the Liverpool UDP and WHS SPD the Local Planning Authority considers that factors which may be a feature of conservation, subject to the significance of a particular heritage asset and its location, include measures for the inspection, assessment, repair, restoration, re-use, integration, maintenance, and future safeguarding of heritage assets.

Interpretations / Definitions

Conservation is “the process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance”. Factors which may be a feature of conservation, subject to the significance of a particular heritage asset, include measures for the inspection, assessment, repair, restoration, re-use, integration, public access, display and interpretation, recording and publishing, maintenance and future safeguarding of heritage assets.

Public Realm includes all areas of the Liverpool Waters site not comprising buildings or service areas; namely all areas of open space and movement routes. These include streets, pedestrian and cycle routes, parks and gardens, squares and courtyards, dock spaces and the Leeds and Liverpool canal.

Reserved Matters define the details that need to be provided to the Local Planning Authority in the consideration of all future Applications for Reserved Matters Approval, including: layout, scale, appearance, access and landscaping.

Principal Application Documents are those which define the Liverpool Waters development proposal, and which the outline application has been assessed against on planning policy grounds and other material considerations. They include:

- Updated Planning Application form (November 2011);
- Statement of Key Development Principles (November 2011);
- Parameter Plan Report (incorporating Parameter Plans) (November 2011);
- Design and Access Statement (November 2011);
- Building Characterisation & Precedent Study (November 2011) (“BCPS”);
- Public Realm Characterisation & Precedent Study (November 2011) (“PRCPS”);
- Conservation Management Plan for the Protection, Conservation and Preservation of Heritage Assets (November 2011);
- Liverpool Waters Indicative Masterplan (October 2011)

Do Something Network Changes are those highway and public transport enhancement works set out in the Transport Assessment accompanying the outline application and defined by Schedules 2 & 3 of the Planning Conditions, which are necessary for the Liverpool Waters development to be acceptable on highways and transportation grounds.

Masterplan defines the spatial distribution of buildings, services areas, open spaces, movement routes, underground utilities and supporting infrastructure relative to each neighbourhood with the Liverpool Waters site, as set out in Schedule 1 of the Planning Conditions.

Land Use Typology defines the spatial distribution of different land uses relative to one another across the Liverpool Waters site, as set out in Schedule 1 of the Planning Conditions.

Community & Social Infrastructure are those supporting community facilities, including schools, community centres, and health care educational facilities, necessary to support the primary (residential and commercial office) and secondary (retail and leisure) land uses in the Liverpool Waters development, thereby contributing to a sustainable, mixed use development, as set out Schedule 1 of the Planning Conditions (Use Classes D1 & D2) and Schedules 9 & 11 of the associated Section 106 Agreement.

Recreational Facilities are those to be provided within public realm to serve residents, workers and visitors of the Liverpool waters development, including outdoor sports facilities, Multi-use Games Areas and Local Equipped Play Areas.

Assets of Medium or High Archaeological Potential have been identified through the Archaeological Deposit Model, accompanying the Liverpool Waters application, and are defined by Parameter Plan 010 of the Statement of Key Development Principles document.

Heritage Days will involve organised tours of heritage and archaeological assets within the Liverpool Waters development site for heritage groups and other interested parties, throughout the 30-year build out, delivered through the Conservation Management Plan and coordinated by the Conservation Management Panel, as set out in Schedules 9 & 11 of the associated Section 106 Agreement.

Microclimate, in this instance, concerns the localised daylight, sunlight and wind conditions within and adjacent to the Liverpool Waters site, prior to and after development.

Gross Internal Floorspace is the total amount of internal floorspace within retail uses, including floorspace used for the display and sale of goods and checkouts, as well as entrance lobbies, toilets, customer service area, storage and service and access areas.

Net Internal Floorspace relates to the amount of internal floorspace within retail units, allocated specifically for the display and sale of goods and checkouts but excluding entrance lobbies, toilets, customer service area, storage and service and access areas, which for the avoidance of doubt shall not exceed 70% of gross internal floorspace.

Glossary

BCPS	Building Characterisation & Precedent Study
BREEAM	Building Research Establishment Environmental Assessment Method
BS	British Standards
CCTV	Closed Circuit Television
CEMP	Construction Environmental Management Plan
CPZ	Controlled Parking Zone
DAP	Dust Action Plan
DAS	Design & Access Statement
DDA	Disability & Discrimination Act 1995 (as superseded by Equality Act 2010)
EIA	Environmental Impact Assessment
EPU	Environmental Protection Unit
ES	Environmental Statement
FRA	Flood Risk Assessment
FLL	Finished Floor Levels (Flooding)
GIS	Geographical Information Systems
HIA	Heritage Impact Assessment
HGV	Heavy Goods Vehicle
HVAC	Heating, Ventilation and Air Cooling
WSI	Written Scheme of Investigation (Archaeology)
HRA	Habitat Regulations Assessment
LCC	Liverpool City Council
LPA	Local Planning Authority
LW	Liverpool Waters
MUGA	Multi-use Games Area
NPPF	National Planning Policy Framework
OLS	Obstacle Limitation Surface (Liverpool John Lennon Airport)
OUV	Outstanding Universal Value
Peel	Peel Land & Property (Ports) – the applicant
PRCPS	Public Realm Characterisation & Precedent Study
RM	Reserved Matters
SoS	Secretary of State
SKDP	Statement of Key Development Principles
SPD	Supplementary Planning Document
SUDS	Sustainable Urban Drainage Systems
SWMP	Site Waste Management Plan
S106	Section 106 Agreement
S278	Section 278 Highways Agreement
TA	Transport Assessment
UDP	Unitary Development Plan
UXO	Unexploded Ordnance
WHS	World Heritage Site
WwTC	Wastewater Treatment Centre (Sandon Dock)