

17 TOWNSCAPE AND VISUAL

17.1 INTRODUCTION

17.1.1 Company

WYG

17.1.2 Author

Emily Jones, BSc (Hons), DipLA, CMLI

Emily Jones is an Associate Director at WYG with over 16 years' experience in landscape and visual impact assessment. Emily's experience is nationwide, covering numerous types of development, notably a tall building proposal within Liverpool city centre, adjacent to the World Heritage Site. She was involved in preparing the TVIA for the proposed mixed use development at Goodison Park (LPA ref. 20O/0997).

Susan Parker BA (Hons), B Land Arch, CMLI

Susan is an Associate Landscape Architect at WYG with over 20 years' experience in the production of landscape and visual impact assessments. Susan's experience includes the assessment of development in the rural and built environment and recent experience includes the assessment of two large office buildings with public realm improvements within an area of cultural heritage importance in Nottingham.

Suzanne Stamp, BSc (Hons), DipLM, CMLI

Suzanne Stamp is an Associate Landscape Architect at WYG and has over 13 years' experience in the production of landscape visual impact assessments for large scale development. Suzanne has previously worked on schemes nationwide including a tall building proposal within Liverpool city centre, adjacent to the World Heritage Site. She was involved in the TVIA for the proposed mixed use development at Goodison Park (application reference 20O/0997, currently pending determination).

Tim Phillips, BSc (Hons), MSc (Dist), BTEC

Tim Phillips is an Associate at WYG and specialises in GIS, visual impact analysis, photomontage and animation, design visualisation and landform modelling. Tim has over 12 years' experience in his field and has worked on projects worldwide.

17.1.3 Chapter Purpose

This chapter of the ES assesses the likely significant effects of the proposed development on the environment in terms of townscape and visual effects. The chapter and its supporting appendix describe the planning policy context, the assessment methodology; the baseline conditions at the application site and surroundings; the likely significant effects; the mitigation measures required to prevent, reduce or offset any significant adverse effects; the likely residual effects after these measures have been employed; and the cumulative effects. In summary, the objectives of the chapter are to:

- Describe and evaluate the townscape of the site and surrounding townscape context and the visual amenity of people in the surrounding area, which might be affected by the proposed development;
- Examine the development proposals and analyse the potential effects on the townscape and visual amenity associated with the proposed scheme's design, construction and operation, and whether they are likely to be significant;
- Set out design interventions or mitigation measures which have been implemented in order to avoid, reduce or offset adverse effects, especially those identified as significant;
- Describe any enhancements of the townscape or visual amenity incorporated in the development proposals; and
- Provide an assessment of the significance of the townscape and visual effects of the proposed development with design interventions and mitigation measures in place.

17.1.4 Chapter Updates for Revised 2020 Submission

Due to:

- The relevance and scale of the proposed development amendments (including amendments to the construction methodology); and
- Addition of new cumulative schemes;

A full new technical assessment has been undertaken and is reported within this chapter.

In advance of undertaking the updated TVIA, further consultation was carried out with LCC and their retained heritage advisor (Graeme Ives Heritage), who confirmed that the selected viewpoints used in support of the previous ('submitted') application remained appropriate and no further viewpoints were required.

17.1.5 Figures

No figures are included in this Chapter. All relevant revised figures are provided within the revised TVIA report in Appendix 17.1, ES Volume III.

17.1.6 Appendices

The appendices relating to this chapter are outlined below.

- Appendix 17.1 – Townscape and Visual Impact Assessment (TVIA) Report

This appendix has been updated as a result of the revised submission.

17.2 METHODOLOGY

17.2.1 Guidance

The methodology used for assessing the townscape and visual effects is based on the recommendations in Guidelines for Landscape and Visual

Assessment 3rd Edition published by The Landscape Institute and the Institute of Environmental Management & Assessment in 2013 (GLVIA3) (1).

In addition to GLVIA3, the Landscape Institute's Technical Guidance Advice Note 06/19 Visual Representation of Development Proposals (2) has been referred to. As the assessment began prior to the publication of this Technical Guidance Advice Note, earlier guidance; namely Visualisation guidance: Photography and photomontage (2011) has also been referred to. The visuals contained within the revised Appendix 17.1 have been updated in accordance with the 06/19 guidance.

Other relevant guidance to the assessment includes:

- Landscape Institute Technical Information Note 05/2017 Townscape Character Assessment, Revised April 2018 (3);
- Landscape Character Assessment: Guidance for England and Scotland, published by Countryside Agency, 2002 (4); and
- An Approach to Landscape Character Assessment, Natural England 2014 (5).

17.2.2 Legislation and Planning Policy

Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town & Country Planning Act 1990 require that planning applications to be determined in accordance with the statutory development plan, unless material considerations indicate otherwise. The statutory development plan for the City of Liverpool currently comprises the Unitary Development Plan (adopted 2002) (6).

A summary of the statutory development plan policies relevant to the application proposal and matters of townscape and visual impact is set out below. The following policies and guidance are material considerations which also inform the assessment:

- Liverpool Local Plan (Submission Draft, May 2018) (7);
- Liverpool Maritime Mercantile City World Heritage Site SPD (October 2009) (8); and
- National Planning Policy Framework (March 2012, updated February 2019) (9).

A summary overview of relevant policies is set out below. A more detailed overview is provided in Chapter 4 of this volume of the ES.

17.2.2.1 Statutory Development Plan

Relevant saved policies from the adopted UDP relating to the proposed development from a townscape and visual perspective include:

- Policy GEN8: Environmental Protection;
- Policy E3: Port Development;
- Policy E9: Leisure Development;

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- Policy HD18: General design requirements; and
- Policy HD23: New Trees and Landscaping.

17.2.2.2 Liverpool Maritime Mercantile City World Heritage Site SPD

The SPD was adopted in October 2009 and its overriding aim is “to provide guidance for protecting and enhancing the outstanding universal value (OUV) of Liverpool Maritime Mercantile City World Heritage Site, whilst encouraging investment and development which secures a healthy economy and supports regeneration”.

The SPD provides details of views to, from and within the WHS as set out on Figures 4.1 and 4.2 of the SPD, and this analysis has been considered as part of the selection of the TVIA viewpoints.

The SPD also contains specific guidance and analysis of several character areas within the WHS. The site is located within Character Area 3 – Stanley Dock Conservation Area. This guidance has been taken into consideration as part of the TVIA.

17.2.2.3 Liverpool Local Plan (Submission Version, May 2018)

In accordance with NPPF paragraph 48, the submission version plan has substantial but not full weight in decision taking as it has yet to be examined. The plan sets out the overarching city centre vision and the city centre character areas which form the basis of the townscape character assessment. The draft policies relevant to the assessment include:

- Policy CC10 Waterfront Design requirements;
- Policy CC12 Liverpool Waters;
- Policy UD1 Local Character and Distinctiveness;
- Policy UD2 Development Layout and Form;
- Policy UD5 New Buildings;
- Policy UD6 Tall Buildings;
- Policy HD2 Development Layout and Form; and
- Policy CC26 Protection and Enhancement of Green Infrastructure.

LCC have also published the Draft Schedule of Main Modifications (ver. 9th April 2020) which updates and amends some of the policies within the draft local plan, in particular Policy UD6 Tall Buildings and Policy HD2 which relates to the WHS.

17.2.2.4 National Planning Policy Framework

The revised National Planning Policy Framework (NPPF) was updated in February 2019 and sets out the Government's planning policies for England and how these are expected to be applied. Policies and objectives which are of particular relevance to landscape and visual effects include:

Section 12 “Achieving well-designed places” which states in paragraph 127 that planning policies and decisions should ensure that developments:

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

Paragraph 170 of Section 15 of the NPPF states that “Planning policies and decisions should contribute to and enhance the natural and local environment by (inter alia):

- a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan); and
- f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

17.2.3 Consultees and Scoping

Scoping Consultation

An EIA Scoping Report (CBRE, 15 May 2017) was submitted to LCC in May 2017. It was proposed in the report that an assessment of townscape and visual effects would be scoped in to the ES. The proposed scope of the assessment was set out in Section 6.12 of the document. Both an initial long list of 25 viewpoints that were initially considered, and a short list of the 10 viewpoints that were proposed for inclusion in the assessment were included in this section of the document.

The assessment reported in this revised ES chapter meets all the requirements set out in Section 6.12 of the Scoping Report. No comments were made on the proposed scope of the ES chapter by any consultee in the Scoping Opinion.

Pre-Application Consultation

Pre-application consultation was undertaken with Peter Jones at LCC and the Council's retained heritage advisor, Graeme Ives Heritage Planning Ltd.

LCC met with WYG on site in 2017 to agree the location of the viewpoints to be considered in the townscape and visual assessment. It was requested that all of the 25 viewpoints included on the long list in the Scoping Report were included in the assessment, plus a number of additional viewpoints, resulting in 32 viewpoints in total. These locations are a combination of views selected at the scoping stage, views highlighted within the Liverpool Maritime Mercantile City World Heritage Site SPD, and views considered in the previous Liverpool Waters Development application (LPA ref. 10O/2424 – now subject to non-material amendment ref. 19NM/1121).

In June 2019, the previously agreed viewpoint locations were re-issued to LCC for confirmation, and confirmation was also sought on the visual material to be produced to support the ES chapter. LCC re-confirmed agreement with regards to the listed viewpoints and the associated visuals to be produced.

In October 2019, LCC were contacted again to agree the number of visuals to be produced as part of the cumulative townscape and visual assessment. These were also agreed by LCC. (please see Appendix 17.1 – Townscape and Visual Impact Assessment for relevant correspondence).

Planning Application Consultation

There were no statutory consultee comments received following the original planning submission in relation to this topic that required a response. In advance of undertaking the updated TVIA, further consultation was carried out with LCC and their independent advisor, who confirmed that the selected viewpoints remained appropriate and no further viewpoints were required to be considered.

17.2.4 Consideration of Climate Change

Of relevance to the ES chapter, the Landscape Institute has published a Position Statement on Climate Change (2008) in which it states the scenarios that could have a significant impact upon the landscapes of the U.K. The factors relevant to the TVIA include higher temperatures, water shortages, flooding, and changes in biodiversity due to changing climatic conditions.

The likely townscape and visual effects of the proposed development are unlikely to change as a result of climate change. The built development will not be affected by changes in weather patterns. The tree and herbaceous planting palette proposed within the fan plaza to the east of the site have been selected to be tolerant of the conditions, including future climatic conditions.

17.2.5 Consideration of Human Health

The townscape and visual assessment does not directly consider potential effects upon human health. Due to the subjectivity of townscape and visual matters, there are no targets or objectives that are relevant.

There are local policy requirements in terms of layout and design requirements, and protection and enhancement of green infrastructure, which have been considered within the assessment. Such design aspects

have the potential to affect the wellbeing of receptors and it is concluded that the proposed development will positively respond to policy requirements, post construction.

17.2.6 Consideration of Risk of Major Accidents and/or Disasters

Major accidents and/or disasters identified as relevant to the proposed development are not considered relevant to this ES chapter.

17.2.7 Alternatives

Chapter 4: Alternatives and Design Evolution within this volume of the ES discusses the alternative designs considered for the development.

17.2.8 Assessment Scenarios

The following assessment scenarios have been considered within this ES chapter:

- Baseline (Do nothing) scenario;
- Future Baseline with Liverpool Waters Permission (incl. latest non-material amendment ref. 100/2424) scenarios; and
- The Proposed Development Scenario.

The following cumulative assessment scenarios have also been considered:

- The Proposed Development + Liverpool Waters scenario; and
- The Proposed Development + Liverpool Waters + cumulative schemes scenario.

17.2.9 Cumulative Assessment Scenarios

As the construction phase of each identified cumulative development will be temporary and are unlikely to be undertaken all at the same time, the cumulative assessment scenarios do not assess the cumulative townscape effects of the construction phase. Instead, this section considers the effects of all of the cumulative schemes, including the additional schemes considered within this revised ES, once they have all been built and will include the permanent alteration in their operation phase.

Similarly, cumulative assessment scenarios do not consider the short term temporary day time and night time match days scenarios or the night time lighting scenario. The match day scenarios are unique to the proposed development and the final use of each of the other developments considered in the assessment is unknown. The final lighting design for each development is also unknown and therefore not assessed. The cumulative assessment scenarios therefore relate to the non-match day operational phase of the proposed development.

17.2.10 Assessment of Baseline Conditions & Receptor Sensitivity

The assessment process comprises a combination of desk studies and field surveys, with subsequent analyses, and involved:

- A review of designations and planning policies for the townscape, and a review of other townscape studies relevant to the area, including any national and local landscape character assessments. Site specific townscape analysis was also conducted;
- A survey of the site and townscape context study areas and inspection of views of the site from publicly accessible viewpoints, including a photographic survey. The surveys were carried out during July, August and September 2019 and it was not considered necessary to revisit on commencement of the revised TVIA;
- Evaluation of the features and elements of the townscape and their contribution to character, context and setting, based on these studies;
- Analysis of the development proposals and consideration of potential townscape and visual effects of the proposed development;
- Assessment of the susceptibility and sensitivity of the townscape to the changes likely to arise from the development;
- Identification of the extent of theoretic visibility of the development and viewers, their susceptibility and sensitivity, and view locations, supported by a viewpoint analysis;
- Consideration of the proposals, the design interventions and the mitigation measures to avoid, reduce or offset adverse effects; and
- Assessment of magnitude of change (or 'impact magnitude'), the degree and nature of effects on the townscape and on visual amenity and their significance, with the design interventions and mitigation measures in place.

For the purposes of assessing the landscape/townscape and visual effects of the proposed development, the following study areas have been defined:

- The application site is defined by the red line boundary;
- The townscape context extends to 3 km from the application site boundary;
- The visual study area extends to 5 km from the application site boundary; and
- The cumulative effects study area extends to agreed schemes located up to 2 km from the application site boundary.

The townscape and visual assessment has considered the following receptors:

17.2.10.1 Townscape Receptors

National Landscape Character

- NCA 58: Merseyside Conurbation

Local Character Areas and Site Specific character areas

- The Waterfront and Its Fringes City Centre Character Area;
- Main Office Area City Centre Character Area;
- WHS SPD Character Area 3 – Stanley Dock Conservation Area;
- WHS SPD Character Area 4 – Castle Street Conservation Area;
- Residential Docks Townscape Character Area;
- Industrial Docks Townscape Character Area;
- Ten Streets and Wellington Park Townscape Character Area;
- Vauxhall Residential Character Area;
- Kirkdale Residential Character Area; and
- Everton Residential Character Area.

The townscape receptors listed above are shown in Appendix 17.1, Figure LA04-2.

17.2.10.2 Visual Receptors

- Melrose Road;
- Commercial Road;
- Regent Road;
- Everton Valley/ St Domingo Road junction;
- Blackstone Street;
- Boundary Street;
- Everton Park;
- Bascule Bridge;
- Waterloo Road;
- Tunnel vent on Waterloo Road;
- Waterloo Warehouse/ Waterloo Road;
- Great Howard Street/ Old Hall Street junction;
- Princes Parade;
- Princes Dock footbridge;
- New Quay;
- Pier Head Ferry Terminal;
- Georges Pier Head;
- Pier Head Plaza;
- Salthouse Quay;
- Albert Dock;
- Woodside Ferry Terminal;

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- Seacombe Ferry Terminal;
- Wallasey Town Hall;
- Magazine Promenade;
- Fort Perch Rock;
- Trafalgar Dock;
- South-Western edge of Trafalgar Dock;
- Alexandra Tower;
- Bidston Hill;
- Anglican Cathedral;
- Metropolitan Cathedral of Christ the King; and
- Holt Hill.

The visual receptors listed above are shown in Appendix 17.1, Figure LA07-1.

The cumulative townscape and visual impact assessment considers likely effects upon all previously listed townscape receptors and the following visual receptors, as agreed with LCC:

- Regent Road;
- Blackstone Street;
- Boundary Street;
- Everton Park;
- Bascule Bridge;
- Waterloo Road;
- Wallasey Town Hall; and
- South-Western edge of Trafalgar Dock.

Table 17.1 sets out the scale of sensitivity that has been applied to receptors identified and considered within this assessment.

Table 17.1
Scale of Townscape sensitivity used in the assessment

SENSITIVITY	DESCRIPTION
High	A highly-valued townscape/landscape e.g. of national or international importance, whose character or key characteristics are susceptible to change; Aspects of the townscape/landscape character are highly valued as “key characteristics” and identified as susceptible to change in National or local character assessments; The townscape/landscape character is highly valued as intact and in good condition and particularly vulnerable to disturbance; A highly-valued townscape/landscape with no or limited potential for substitution or replacement.
Moderate	A townscape/landscape of local importance or value, whose character or key characteristics are susceptible to change; Other characteristics of the landscape character also noted in National or local character assessments and susceptible to change; The townscape/landscape character is valued for moderate condition and not particularly vulnerable to disturbance; A moderately valued townscape/landscape with some potential for substitution or replacement.
Lesser	No or little evidence of value or importance attached to the townscape/landscape area, its features or characteristics; Few features, characteristics or qualities susceptible to disturbance or particularly susceptible to improvement or upgrading; Good potential for substitution or replacement.

Table 17.2
Scale of Visual sensitivity used in the assessment

SENSITIVITY	DESCRIPTION
High	Viewers in residential or community properties with open views of the site; Views experienced by many viewers; Daily, prolonged or sustained views available over a long period, or where the view of the landscape is an important attractant; A view from a landscape or townscape, recreation facility or route valued nationally or internationally for its visual amenity.
Moderate	Viewers in residential or community properties with partial or largely screened views of the site; Frequent open views available of the site; Viewers are pursuing activities such as sports or outdoor work, where the townscape/landscape is not the principal reason for being there or the focus of attention is only partly on the view; A view of the site from other valued townscapes/landscapes, or a regionally important recreation facility or route.

SENSITIVITY	DESCRIPTION
Lesser	A view of low importance or value, or where the viewer’s attention is not focused their surroundings; A view of the site from a townscape/landscape of moderate or less importance; Occasional open views or glimpsed views available of the site passing views available to travellers in vehicles; A view available to few viewers.

17.2.11 Assessment of Magnitude

The assessment was undertaken based on the description of development contained in chapter 3 of this volume of the ES. Table 17.3 indicates the scale of impact magnitude that has been used in undertaking the assessment.

Table 17.3
Scale of magnitude for Townscape impacts used in the assessment

MAGNITUDE	DESCRIPTION
Great change	Major size or scale of change, affecting the townscape/landscape type or character of the area within which the proposal lies or extending over the wider area; likely to be longer term or permanently, with low prospect of reversibility.
Medium	Intermediate size or scale of change, affecting part of the townscape/landscape type or character of the area within which the proposal lies, or larger scale of change at the level of the site or immediate context; likely to continue into the medium term, with good prospect of reversibility.
Small	A minor proportion of the extent of the character type or area is affected or smaller scale of change over a larger extent; the changes occur at the level of the site or immediate context; likely to be short term and reversible.
Negligible/no change	No apparent change to townscape/landscape characteristics.

Table 17.4
Scale of magnitude for Visual impacts used in the assessment

MAGNITUDE	DESCRIPTION
Great change	Major size or scale of change, affecting a large proportion of the angle of the view or affecting views from a wide area; continuing into the longer term or permanently, with low prospect of reversibility.
Medium	Intermediate size or scale of change, affecting angle of the view or affecting views from the wider context, or larger scale of change in views from within the site or immediate context; continuing into the medium term, with good prospect of reversibility.

MAGNITUDE	DESCRIPTION
Small	A minor proportion of the angle of view is affected or the contribution of the changed elements or characteristics to the composition of the view is not important; the changes are viewed from longer distances, are short term and reversible.
Negligible/no change	Barely perceptible change or the change is difficult to discern; No change in the view or the changes due to the development are out of view.

17.2.12 Assessment of Significance

The assessment of significance within this chapter is based on the information presented in Tables 17.5 and 17.6.

Table 17.5

Significance Matrix – Townscape Effects

SIGNIFICANCE OF EFFECT	DESCRIPTION
Major	Highly sensitive townscape/landscape completely degraded or greatly changed, with little or no scope for mitigation; Great improvement, sufficient to upgrade overall townscape/landscape character.
Moderate	Medium change to moderately sensitive townscape/landscape; lesser change to higher sensitivity landscape or greater change to less sensitive townscape/landscape.
Minor	Localised or limited adverse change to the existing townscape/landscape character; greater change to less sensitive townscape/landscape; Considerable scope for mitigation; Localised improvement to the existing townscape/landscape.
Negligible	Little or no perceived change to the existing townscape/landscape character; The change is difficult to discern.

Table 1.6

Significance Matrix – Visual Effects

VISUAL EFFECT	DESCRIPTION
Major	Large or very large change or visual intrusion experienced by highly sensitive viewers or from highly sensitive public viewpoints; The proposal would cause a great deterioration in the existing view; Large or very large improvement in the view, sufficient to upgrade overall visual amenity.
Moderate	Medium change or visual intrusion experienced by moderately sensitive viewers; lesser change to higher sensitivity viewers or greater change to less sensitive viewers.
Minor	Small or localised visual intrusion in the existing view, especially for less sensitive viewers; Localised reduction in visual intrusion, or improvement in the view.
Negligible	The change in the view is imperceptible or difficult to discern.

Intermediate conditions may be described, such as Moderate-Major, where the criteria for Moderate may be exceeded but not qualify as Major. Where the magnitude of change is “none” (no change), the effect would correspondingly be None.

Major effects are likely to be considered “significant”, especially if adverse and long term or not reversible, and Minor or Negligible effects are likely to be considered “not significant”. The relative significance of intermediate effects is indicated in the assessment below, as are effects that are not significant, but may be important considerations in the decision-making process.

The criteria for significance of landscape effects are based upon the following considerations:

- Major loss or irreversible negative effects, over an extensive area, on elements and/or aesthetic and perceptual aspects that are key to the character of nationally valued landscapes are likely to be of the greatest significance.
- Reversible negative effects of short duration, over a restricted area, on elements and/or aesthetic and perceptual aspects that contribute to, but are not key characteristics of the character of landscapes of community value, are likely to be of least significance and may be judged not significant.
- Where assessments of significance place landscape effects between these extremes, judgments are made about whether they are significant.

The following factors inform the judgment about the significance of visual effects:

- Major effects on people who are particularly sensitive to changes in views and visual amenity are more likely to be significant.

- Major effects on people at recognised and important viewpoints or from recognised scenic routes are more likely to be significant.
- Large scale changes which introduce new, non-characteristic or discordant or intrusive elements into the view are more likely to be significant than small changes or changes involving features already present within the view.

Effects may be adverse or beneficial. In some instances, the effect may be offset by other considerations, for example, through the mitigation proposals, and the resulting effect is neither beneficial nor adverse.

17.2.13 Relevant Associated Development

No associated development is proposed of relevance to this ES chapter.

17.2.14 Assumptions/Limitations

In undertaking the townscape and visual assessment of the application site and wider surrounding area, there are a number of limitations and constraints affecting the outputs from this work. These include:

- All site surveys were undertaken from publicly accessible locations only, except for access to Trafalgar Dock and the application site, which was pre-arranged with Peel Land & Property;
- All photography was taken from accessible and safe locations and was subject to on-site micro siting due the presence of construction works at the time of visit;
- The modelling work and visualisations produced to support the chapter rely on purchased LIDAR data and data provided by third parties; and
- It should be noted that there is considerable overlap between the TVIA and Heritage matters and each focuses on its particular scope. While ES Chapter 18 and the associated Heritage Statement addresses some of the same elements as the TVIA, it is as ‘heritage assets’ and assessing effects on their ‘heritage significance’. The TVIA addresses townscape features, qualities and character, and views available to people viewing the landscape.

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17.3 BASELINE CONDITIONS

17.3.1 Existing Baseline

17.3.1.1 Townscape Baseline

KEY TOWNSCAPE RECEPTORS	DESCRIPTION	SENSITIVITY	FURTHER INFORMATION
Bramley-Moore Dock waterbody and associated dock walls	Forms part of the continuation of dock waterbodies along Liverpool’s northern waterfront, linking Sandon Half Tide Dock with Nelson Dock; a primary element of the local townscape and a feature of the WHS and Stanley Dock Conservation Area.	High	Section 4, Appendix 17.1
Regent Road dock wall boundary	Highly notable feature. Part of a much longer dock wall that runs from Collingwood Dock to Sandhills Lane and incorporates attractive turreted gate entrance features. Wall also forms part of a longer continuation of dock wall along Waterloo Road, creating a highly tangible element that is typical of the wider townscape. Also partly located within the WHS and Stanley Dock Conservation Area.	High	Section 4, Appendix 17.1
Hydraulic Engine House	Located within the north-east corner of the application site and is constructed of red brick. The Hydraulic Engine House comprises an accumulator tower, truncated octagonal chimney and engine house. It is the last remaining building of heritage interest within the site and its construction is typical of the former industrial dock townscape. It is in a state of disrepair but has historic and cultural interest.	High	Section 4, Appendix 17.1
Existing disused red brick industrial buildings	Warehouse located along the southern edge of the dock, and a smaller red brick building located along the northern edge of the dock at the dock entry from Sandon Half-Tide Dock. Neither of these buildings are known to have particular special architectural or historic interest.	Lesser	Section 4, Appendix 17.1
National Character Area 58: Merseyside Conurbation	The NCA sets out the importance of the landscape/townscape during the industrial revolution, the historical public parks, the cultural importance of the area, and the availability of expansive views from both sides of the River Mersey.	Moderate	Section 4, Appendix 17.1
The Waterfront and Its Fringes City Centre Character Area	Covers Liverpool’s extensive waterfront dock system and its associated warehouses and landmark buildings that symbolise the industrial revolution. The area falls within the WHS, is covered by a number of Conservation Areas, and features numerous listed buildings.	High	Section 4, Appendix 17.1

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KEY TOWNSCAPE RECEPTORS	DESCRIPTION	SENSITIVITY	FURTHER INFORMATION
Main Office Area City Centre Character Area	The townscape of the area is influenced by a mix of built styles and includes a number of contemporary landmark buildings. There is high intervisibility with other landmark buildings in the wider area, including the Three Graces, which has an influence upon the overall scenic quality of the area. The character area is located within the buffer zone of the WHS, with a small part of the area located within the WHS itself. The area is also partially located within the Castle Street Conservation Area.	Moderate	Section 4, Appendix 17.1
WHS SPD Character Area 3 - Stanley Dock Conservation Area	Comprises the surviving dock system that forms the underlying fabric of the townscape, the continuous Regent Road dock wall, and associated landmark buildings including the Stanley Dock complex. The area falls within the WHS and Stanley Dock Conservation Area and features numerous Listed Buildings.	High	Section 4, Appendix 17.1
WHS SPD Character Area 4 - Castle Street Conservation Area	It is an area of scenic quality and value and the condition of the area is very good. The character area features examples of Georgian, Edwardian and Victorian architecture that create important landmark features in the fabric of the townscape and collectively they symbolise the wealth of the area during the Industrial Revolution. It falls within the WHS and is a designated Conservation Area. There are also many listed buildings within the Character Area.	Moderate	Section 4, Appendix 17.1
Residential Docks Character Area	Features some surviving docks but is largely an area of redundant industrial / dock land. The area is subject to outline planning permission for a residential-led mixed-use development known as Liverpool Waters (LPA ref. 100/2424 — latest approved non-material amendment being ref. 19NM/1121, non-material amendment reference 20NM/1801 currently pending determination). Extensive construction activity to create residential development with associated open space is presently under way on development plots (C04 and C06) around Waterloo Dock. The area falls within the buffer to the WHS. A planning application is currently undetermined in relation to Plot C02 at West Waterloo Dock (LPA ref. 18F/3247)	Moderate	Section 4, Appendix 17.1
Industrial Docks Character Area	Comprises large scale industrial works and open areas of dock waterbody. It is a busy, working area of the townscape of Liverpool. A small proportion of the area (Wellington Dock and Sandon Half Tide Dock) falls within the buffer zone to the WHS but Wellington Dock has been infilled allowing for development of the United Utilities wastewater treatment works.	Lesser	Section 4, Appendix 17.1
Ten Streets and Wellington Park Character Area	An area of light industry and commercial use, with areas in economic decline. Some of the buildings within ‘Ten Streets’ are important in terms of maritime architecture and industrial heritage and the area is subject to a large scale regeneration strategy. The character area also falls within the WHS buffer zone. A Strategic Regeneration Framework (SRF) for the Ten Streets area was adopted by the City Council in to manage longer-term developmental change.	Moderate	Section 4, Appendix 17.1

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KEY TOWNSCAPE RECEPTORS	DESCRIPTION	SENSITIVITY	FURTHER INFORMATION
Vauxhall Residential Character Area	Primarily residential area with some industrial use, it is partially located within the buffer zone to the WHS, and Boundary Street, which runs through the area, falls within the WHS and Stanley Dock Conservation Area.	Lesser	Section 4, Appendix 17.1
Kirkdale Residential Character Area	Residential character area comprising high density housing with limited incidental open space. The landscape condition is relatively poor and there a few indicators of higher value.	Lesser	Section 4, Appendix 17.0
Everton Residential Character Area	Residential character area comprising high density housing with limited open space, although there is evidence of urban renewal which incorporates private garden space. Everton Park provides an important landscape feature within the community from where there is a viewpoint across the city and docklands, with an information board providing interpretation. There are also a number of higher value indicators such as listed buildings.	Lesser	Section 4, Appendix 17.1

17.3.1.2 Visual Baseline

KEY VISUAL RECEPTORS	DESCRIPTION	SENSITIVITY	FURTHER INFORMATION
Viewpoint 01 Melrose Road	The viewpoint is located at a primary junction on the A5038, where it meets Westminster Road (A5090), in close proximity to Kirkdale Railway Station. The Melrose Abbey public house is located immediately behind the viewpoint. The road is flanked to the immediate west by a stone wall associated with the railway line located immediately beyond. The wall contains the general visual experience from the viewpoint to the immediate road corridor. To the east of the road there is a small area of open space which provides a buffer between the road and a residential area.	Residential /Pedestrians /Cyclists — Moderate Vehicular road users — Lesser	Section 5, Appendix 17.1
Viewpoint 02 Commercial Road	The viewpoint is located at the northern side of a public open space off Commercial Road in Kirkdale. The open space is primarily amenity grass with a linear belt of trees forming the eastern boundary. A footpath runs through the centre of the open space along its entire length. Beyond the open space, to the immediate west, is the canal, which cannot be seen due to the presence of unmown vegetation on the embankment. Beyond the canal there are various industrial and commercial land uses. To the east of the park, beyond Commercial Road, is a series of terraced streets orientated east to west.	Public Park Leisure Users — Moderate	Section 5, Appendix 17.1

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KEY VISUAL RECEPTORS	DESCRIPTION	SENSITIVITY	FURTHER INFORMATION
Viewpoint 03 Regent Road	Regent Road runs on a north to south axis from the Waterloo Warehouse/Costco to Liverpool Docks in Bootle and runs directly adjacent to the site. Regent Road is undergoing major improvement works to incorporate a dedicated cycle route along the length of the road. The viewpoint is located to the north east of the site, outside of Gate 1 of the United Utilities wastewater treatment works located to the immediate north of the site. The surrounding land use is industrial and/or commercial. The viewpoint is located within the World Heritage Site Buffer Zone and Stanley Dock Conservation Area (the listed Regent Road dock wall forming the only part of the conservation area at this point). The viewpoint is representative of pedestrians, cyclists and vehicle users of Regent Road as they pass in close proximity to the site.	Pedestrians/Cyclists/Leisure Users — Moderate Vehicular road users/People at place of work — Lesser	Section 5, Appendix 17.1
Viewpoint 04 Everton Valley/ St Domingo Road junction	The viewpoint is located at a major road junction within the Everton district. Everton Valley runs roughly east to west and St Domingo Road runs south from the junction. The Valley public house is a prominent building located on the opposing side of St Domingo Road. Kirkdale Vale runs north of the junction and is marked by a cluster of trees to the north of the viewpoint. Immediately behind the viewpoint is a newly developed block of residential flats.	Pedestrians/Cyclists — Moderate Vehicular road users — Lesser	Section 5, Appendix 17.1
Viewpoint 05 Blackstone Street	Blackstone Street (A5054) runs in an east to west direction between Boundary Street and Regent Road to the direct east of the site. The route passes through an area of industrial/commercial units that vary in built style and age. The viewpoint is located on the central pedestrian island on the crossing outside of Tai Pan restaurant, within the Wellington Employment Park. The view looks directly along Blackstone Road towards the site and represents views of road users and pedestrians. The viewpoint is located just beyond the periphery (north east) of the buffer zone to the World Heritage Site.	Pedestrians/Cyclists/ Vehicular road users — Lesser	Section 5, Appendix 17.1
Viewpoint 06 Boundary Street	Boundary Street is located to the east of the site and runs east to west between Vauxhall Road and Great Howard Street. The viewpoint is located on Boundary Bridge, which passes over the Leeds & Liverpool Canal. The townscape context is mixed, with residential dwellings located on lower ground to the immediate south, and commercial buildings, including a film studio, located to the immediate north. The viewpoint is located on the periphery of the buffer zone to the World Heritage Site and represents the visual experience gained by all users of Boundary Street.	Pedestrians/Cyclists/ Vehicular road users — Lesser	Section 5, Appendix 17.1
Viewpoint 07 Everton Park	The viewpoint within Everton Park is located on the edge of the car park, south of the information board that describes the view available. Everton Park occupies a ridgeline location that allows for an extensive visual experience in a westerly direction. The foreground is formed by the Park, with a pergola feature forming a feature in the near landscape. Beyond the layers of vegetation that from the park, the wider urban environment of Liverpool and Wirral can be appreciated, particularly in clear weather conditions.	Public Park Leisure Users — High	Section 5, Appendix 17.1

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KEY VISUAL RECEPTORS	DESCRIPTION	SENSITIVITY	FURTHER INFORMATION
Viewpoint 08 Bascule Bridge	The viewpoint is located on the northbound side of Regent Road at Bascule Bridge, on the wooden pedestrian footbridge, within the World Heritage Site and Stanley Dock Conservation Area. The docklands in the immediate vicinity are undergoing regeneration, with the Titanic Hotel, seen to the east of the bridge, forming a notable element in the townscape. The Tobacco Warehouse, to the immediate south of Titanic Hotel (beyond the viewpoint) is also undergoing conversion to dwellings. The dock seen in the immediate view is Collingwood Dock, with Nelson Dock located beyond. Victoria Tower at Salisbury Dock is also a notable feature in the landscape to the west.	Pedestrians/Cyclists/Leisure Users — Moderate Vehicular road users — Lesser	Section 5, Appendix 17.1
Viewpoint 09 Waterloo Road	This viewpoint is located at the most northerly point of Waterloo Road, at the entrance to a construction site associated with the Park Central development of Liverpool Waters (LPA ref. 17F/1628), opposite to the entrance to Porter Street. The viewpoint is located within the Stanley Dock Conservation Area and the World Heritage Site and represents the view experienced by visitors to the area and users of Waterloo Road. Overall, the townscape context is industrial in nature, with a sense of dereliction and disrepair. The road corridor of Waterloo Road and onto Regent Street is undergoing significant infrastructure upgrading as part of the creation of a new cycleway.	Pedestrians/Cyclists/Leisure Users — Moderate Vehicular road users — Lesser	Section 5, Appendix 17.1
Viewpoint 10 Tunnel vent on Waterloo Road	The viewpoint is located directly adjacent to the Kingsway Tunnel Vent on Waterloo Road, opposite Waterloo Warehouse and the new development at Quay Central (LPA ref. 17F/1628). The viewpoint is situated within the World Heritage Site and Stanley Dock Conservation Area and represents views from visitors to the area and users of the road corridor. The road has undergone works to upgrade the appearance of the route with the addition of a cycle corridor. The townscape context is a mix of industrial and residential, with modern development sitting alongside the Grade II listed Waterloo Warehouse.	Pedestrians/Cyclists/Leisure Users — Moderate Vehicular road users — Lesser	Section 5, Appendix 17.1
Viewpoint 11 Waterloo Warehouse/Waterloo Road	The viewpoint is located on Waterloo Road, outside of Waterloo Warehouse and the car park to Costco. The viewpoint is situated on the edge of Stanley Dock Conservation Area and the World Heritage Site. The context of the viewpoint comprises residential and commercial land uses and is a mix of built styles. Waterloo Warehouse is a Grade II listed brick and iron building that has been converted to residential flats. The viewpoint represents views experienced by users of the road and visitors to the local environs.	Residential /Pedestrians/Cyclists/Leisure Users — Moderate Vehicular road users — Lesser	Section 5, Appendix 17.1
Viewpoint 12 Great Howard Street/Old Hall Street junction	The viewpoint is located on a busy road junction north of Beetham Tower. The site is located to the north north-west of the viewpoint, beyond the built form in the near landscape. The viewpoint lies within the buffer zone to the World Heritage Site. The viewpoint represents views experienced by people passing the viewpoint location as well as users of the road (primarily oblique views).	Pedestrians/Cyclists — Moderate Vehicular road users — Lesser	Section 5, Appendix 17.1

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KEY VISUAL RECEPTORS	DESCRIPTION	SENSITIVITY	FURTHER INFORMATION
Viewpoint 13 Princes Parade	Princes Parade is located along the northern and western edges of Princes Dock, which is undergoing regeneration in the form of residential and commercial development. The viewpoint is located immediately east of Alexandra Tower on the dockside which is accessed via a set of steps. The viewpoint is situated within the World Heritage Site, on the periphery of the designated area as well as the Stanley Dock Conservation Area. The viewpoint is representative of views gained by visitors to the northern dockside of Princes Dock.	Pedestrians/Cyclists/Leisure Users — High Vehicular road users — Lesser	Section 5, Appendix 17.1
Viewpoint 14 Princes Dock footbridge	The viewpoint is located just off the western side of the footbridge that spans Princes Dock, within an area of dockside public realm. The viewpoint is situated within the buffer zone to the World Heritage Site and represents views of passing people who work in the surrounding offices or those who visit the dock for leisure purposes.	Pedestrians/Leisure Users — High People at place of work — Moderate	Section 5, Appendix 17.1
Viewpoint 15 New Quay	New Quay (A5036) is a primary vehicular route into and out of Liverpool. The viewpoint is located to the immediate east of the Malmaison Hotel and opposite the exit of the Queensway tunnel. The viewpoint is situated within the World Heritage Site and the Castle Street Conservation Area and represents the visual experience of the various users of the route when travelling in a northerly direction.	Pedestrians/Cyclists — Moderate Vehicular road users — Lesser	Section 5, Appendix 17.1
Viewpoint 16 Pier Head Ferry Terminal	The viewpoint is located under the canopy of the building at the Pier Head Ferry Terminal (Mersey Ferries) and looks in a north north-westerly direction across the northern part of Pier Head Plaza. The area is a key location for tourist activity, with a Beatles shop located at the ferry terminal; pedestrian traffic is heavy. The viewpoint is located within the World Heritage Site and Castle Street Conservation Area and represents views of visitors to the Plaza and ferry terminal.	Pedestrians/Cyclists/Leisure Users — High	Section 5, Appendix 17.1
Viewpoint 17 Georges Pier Head	The viewpoint is located on the area of public realm on Georges Pier Head outside of the Port of Liverpool Building. The view looks north along the road and is located within the World Heritage Site and Castle Street Conservation Area. Georges Pier Head is a busy tourist location and is a primary stop for the open top tourist buses which line the street at this location. The view is representative of the visual experience available to users of the route and visitors to the locality.	Pedestrians/Cyclists/Leisure Users — High Vehicular road users — Lesser	Section 5, Appendix 17.1
Viewpoint 18 Pier Head Plaza	This viewpoint is located at the southern end of Pier Head Plaza, just north of the Museum of Liverpool and east of the Merchant Navy War memorial (Grade II listed) and the area experiences a high volume of pedestrian and cyclist visitors. The viewpoint is situated within the World Heritage Site and Castle Street Conservation Area and represents views experienced by visitors to the Plaza and the northern periphery of the Museum.	Pedestrians/Cyclists/Leisure Users — High	Section 5, Appendix 17.1

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KEY VISUAL RECEPTORS	DESCRIPTION	SENSITIVITY	FURTHER INFORMATION
Viewpoint 19 Salthouse Quay	Salthouse Quay wraps around Salthouse Dock and is located to the immediate east of Albert Dock, and immediately south of Canning Dock within the World Heritage Site and Albert Dock Conservation Area. The local area is a key tourist destination and experiences high visitor numbers. The viewpoint is located at the dockside railings looking north over Canning Dock and represents the view experienced by pedestrian visitors.	Pedestrians/Cyclists/Leisure Users – High	Section 5, Appendix 17.1
Viewpoint 20 Albert Dock	The viewpoint is located on the waterside promenade adjacent to the Albert Dock (rear of the Piermaster’s House). Albert Dock is a Grade 1 listed building located within the World Heritage Site and Albert Dock Conservation Area. It is a key tourist attraction and the viewpoint represents the visual experience gained by visitors as they walk in a northerly direction along the promenade.	Pedestrians/Cyclists/Leisure Users – High	Section 5, Appendix 17.1
Viewpoint 21 Woodside Ferry Terminal	Viewpoint 21 is located on the waterfront to the immediate north of Woodside Ferry terminal, east of the primary car park. The viewpoint is accessed via the footpath that runs along part of Birkenhead’s waterfront and is marked by a bench to stop and appreciate the view. Woodside Ferry terminal provides river crossings between Birkenhead and Liverpool (Pier Head Terminal) and also provides tour cruises of Liverpool’s waterfront. The ferry terminal is located in an urban area of mixed residential and business/commercial use. The terminal is a popular tourist attraction. The view available from the waterfront north of the ferry terminal is representative of the view seen from within the terminal itself, and from the jetty to the immediate east.	Pedestrians/Cyclists/Leisure Users – High	Section 5, Appendix 17.1
Viewpoint 22 Seacombe Ferry Terminal	The viewpoint at Seacombe Ferry Terminal is located directly north of the terminal building, on the promenade which runs the length of the waterfront between New Brighton and Seacombe. The ferry terminal provides river crossings to Liverpool’s Pier Head Terminal. The locality is primarily residential with some commercial use including the educational attraction ‘Spaceport’ which is located immediately south of the ferry terminal. The view is representative of views available from the local promenade directly north of the terminal building.	Residential//Leisure Users/Pedestrians/Cyclists – High	Section 5, Appendix 17.1
Viewpoint 23 Wallasey Town Hall	Wallasey Town Hall is a notable public building (Grade II listed) located on the Wirral Mersey waterfront, set above the promenade below allowing for uninterrupted views across the water to Liverpool. The viewpoint is located directly outside of the Town Hall, at the bottom of the steps on the promenade, as access to the Town Hall gardens was prohibited (August 2019) due to ongoing construction works. The view from the promenade is largely representative of the visual experience gained from the Town Hall and its steps. The Town Hall is located in a largely residential area in Wallasey.	Residential//Leisure Users/Pedestrians/Cyclists – High	Section 5, Appendix 17.1

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KEY VISUAL RECEPTORS	DESCRIPTION	SENSITIVITY	FURTHER INFORMATION
Viewpoint 24 Magazine Promenade	The viewpoint is located on Magazine Promenade, within Magazines Conservation Area, just north of the War Memorial. The viewpoint is taken by a bench which looks east out across the River Mersey. The townscape context is residential with large areas of public open space, including Vale Park which is located to the north east of the viewpoint. The view is representative of the visual experience gained while walking and cycling along the promenade and is also representative of views available from the properties that overlook the promenade to the immediate west.	Residential/Pedestrians /Cyclists — High	Section 5, Appendix 17.1
Viewpoint 25 Fort Perch Rock	Fort Perch Rock is a Grade II* listed early 19th Century military defence fort that is now under private ownership, with public access to the museum/exhibition. The Fort is accessed via a long walkway from the promenade and a car park at New Brighton. Surrounding the fort is a public beach. The view is representative of the visual experience gained by visitors to the Fort and the beach.	Pedestrians/Cyclists /Public Beach Users/ Leisure users — High	Section 5, Appendix 17.1
Viewpoint 26 Trafalgar Dock	The viewpoint is located on the western edge of Trafalgar Dock, by the seafront wall. The view is orientated in a northerly direction looking across Trafalgar Dock towards Bramley-Moore Dock. However, the overall view available is expansive; west across the River Mersey and south towards the city centre. The viewpoint is situated within the World Heritage Site and Stanley Dock Conservation Area. The location is not currently publicly accessible but represents the view available across Trafalgar Dock towards the site.	Visitors to the dock Moderate	Section 5, Appendix 17.1
Viewpoint 27 South-Western edge of Trafalgar Dock	The viewpoint is located on the south western edge of the undeveloped/redundant part of Trafalgar Dock, adjacent to a security fence that marks the limit of development at Park Central, part of the Liverpool Waters development. The security fence prevents views from the previously selected viewpoint at the point where the dock road passes over the Leeds & Liverpool Canal and thus the viewpoint has been moved north to allow for uninterrupted views towards the site. The viewpoint is situated within the buffer zone to the World Heritage Site. The viewpoint is not currently public accessible but represents the view available across Trafalgar Dock towards the site.	Visitors to the dock Moderate	Section 5, Appendix 17.1
Viewpoint 28 Alexandra Tower	Alexandra Tower is located at the northern head of Prince’s Dock, off Prince’s Parade. A small car park is located to the immediate west of the residential tower and a restaurant occupies the ground floor. The viewpoint is taken from the car park looking north along the coastline towards the site. The viewpoint is located within the buffer zone to the World Heritage Site and represents views of people visiting the dockside for leisure purposes.	Leisure Users /Pedestrians — High	Section 5, Appendix 17.1

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KEY VISUAL RECEPTORS	DESCRIPTION	SENSITIVITY	FURTHER INFORMATION
Viewpoint 29 Bidston Hill	Bidston Hill is a local high point on the Wirral Peninsula and forms part of a country park. The hill is marked by the presence of a windmill and an observatory, both of which can be seen from the surrounding landscape. A public right of way passes along the ridgeline of Bidston Hill from where there are views available. Such views are intermittently available as one passes along the right of way due to the presence of vegetation in the immediate landscape. Where there are clearings in the vegetation, several benches line the ridge, orientated to both the east and west to allow visitors to enjoy the view.	Public Country Park Leisure users — High	Section 5, Appendix 17.1
Viewpoint 30 Anglican Cathedral	The Anglican Cathedral (Liverpool Cathedral) is a landmark Grade I listed building located within Rodney Street Conservation Area. Its position on higher ground allows it to be seen from a wide surrounding area. The architecture within the Conservation Area is Georgian and the area has numerous links to notable people of Liverpool. The viewpoint is located within the car park immediately west of the Cathedral, just south of the steps that lead up to the Cathedral entrance. The viewpoint represented views experienced by visitors to the Cathedral.	Leisure users — High	Section 5, Appendix 17.1
Viewpoint 31 Metropolitan Cathedral of Christ the King	The Metropolitan Cathedral is a Grade II* listed building located within the Mount Pleasant Conservation Area. It is a landmark building due to its unique structure and location on higher ground, allowing it to be seen from a wide area. The building incorporates a platform that forms the roof of the crypt. From the platform, panoramic views can be gained over the local urban environment. The viewpoint is located on the western side of the platform and looks west towards Liverpool's waterfront.	Leisure users — High	Section 5, Appendix 17.1
Viewpoint 32 Holt Hill	The viewpoint at Holt Hill is located on a localised high point on a road junction within a residential area in Birkenhead. The nature of the topography allows for an open, channelled view in a northerly direction. The viewpoint represents the visual experience gained by users of the road junction, cyclists, and pedestrians. It also represents views from the flats located immediately behind the viewpoint.	Residential /Pedestrians/Cyclists — Moderate Vehicular road users — Lesser	Section 5, Appendix 17.1

17.3.2 Future Baseline

The future baseline scenario of the Liverpool Waters Permission (the outline consent + non material amendments) will result in changes to baseline townscape character within the immediate environs of the site regardless of the proposed development coming forward. The nature of the site and land to the immediate south will be altered by the Liverpool Waters Development which is to be subject to phased delivery (current approved parameters plan identifies Central Docks neighbourhood coming forward between 2020-2036; Clarence Docks between 2031 and 2036; and Northern Dock, which comprises Bramley-Moore Dock and Nelson Dock, between 2036 and 2041). An assessment of the potential townscape effects of the Liverpool Waters Scheme (LPA ref. 100/2424) has previously been carried out by WYG, ref Liverpool Waters Environmental Statement Volume 1: Main Text; 2010; Peel Land & Property (Ports) Limited. Effects relating to the future baseline assuming Liverpool Waters permission is built out on the site and in the surrounding area are assessed within the 2010 report. The non-material amendments to the application post 2010 are not considered to alter the findings of the 2010 TVIA. A summary of the findings of the Liverpool Waters TVIA is provided and a comparative exercise has been undertaken for relevant receptors, as set out at section 17.6, later in the chapter.

17.4 POTENTIAL SIGNIFICANT IMPACTS

PHASE	DESCRIPTION	ADVERSE/BENEFICIAL
Construction	Potential townscape effects resulting from the presence of construction traffic and personnel in the local area	Adverse

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PHASE	DESCRIPTION	ADVERSE/BENEFICIAL
Construction	Potential townscape effects resulting from changes to the fabric and features within the site during the construction phase	Adverse
Construction	Potential visual effects resulting from the construction activity at the application site during the construction phase	Adverse
Operation	Potential effects upon the townscape character of the site and surrounding area	Adverse/Beneficial
Operation	Potential effects upon the fabric and features of the site	Adverse/Beneficial
Operation	Potential effects upon views experienced by various types of receptors within the study area	Adverse/Beneficial

17.5 DESIGN INTERVENTIONS

DESIGN INTERVENTION	DESCRIPTION	REASON FOR INTERVENTION	FURTHER INFORMATION
Evolution of the stadium design	The design options as set out within section 3 of the DAS Addendum were considered with regards to the overall orientation and appearance of the development including the removal of the Multi Story Car Park (MSCP) replaced with a stepped terrace to provide views across the River Mersey. The west stand façade design has subsequently been changed to include a large glazed window in the middle of the stand to provide views out of the proposed hospitality areas. The PV canopy from the surface car park has been relocated to the stadium roof and the proposed substation has been moved north to allow for the creation of a shared space on the west quay car park. The design of the stadium facades have been simplified following feedback from consultees. A number of the proposed wind baffles have been replaced with tree planting. Minor adjustments to the design of the roof have reduced the overall height of the building from 46.86m above ground level to below 45m above ground level.	To improve the overall aesthetics of the proposed development whilst remaining sympathetic to, and integrating with, local townscape character, the character of the WHS, Stanley Dock Conservation Area and the setting of the listed buildings and structures within the site.	ES Chapter 4: Alternatives & Design Evolution. Design and Access Statement
Interpretation of the Bramley-Moore Dock waterbody	The external hard landscape design, as set out within section 7 of the DAS Addendum, was explored to best interpret the dock water body for future appreciation.	To allow the dock waterbody to be a continued visual element within the site.	ES Chapter 3: Site Description & Development Proposals Design and Access Statement
Retention and enhancement of the Hydraulic Engine House	Design options have been considered with regards to the structural repair and future appearance of the Grade II listed Hydraulic Engine House and its setting within the site, as set out within section 7 of the DAS Addendum.	To allow the retention of the Hydraulic Engine House to maintain its cultural and historical interest within the site.	ES Chapter 3: Site Description & Development Proposals Design and Access Statement Addendum
Approach to the creation of the Regent Road wall openings	Design options were considered with regards to the overall appearance of the dock wall openings as set out at section 5 of the DAS Addendum. Dock wall openings have been reduced in width from 45m in total to 29.4m in total and the aesthetic treatment of the openings has been revised in terms of reusing larger dock wall stones for the proposed lintels.	To improve the overall aesthetics of the dock wall openings whilst remaining appropriate to the listed structure, and be sympathetic to townscape character including the WHS designation and Stanley Dock Conservation Area.	ES Chapter 3: Site Description & Development Proposals Design and Access Statement Addendum
Hard landscape design	Selection of appropriate landscape materials and street furniture and incorporating retained, existing features of the site as set out with section 7 of the DAS Addendum.	To create an attractive aesthetic appropriate to the dockland setting and WHS/Conservation Area location, and the site's ultimate use.	ES Chapter 3: Site Description & Development Proposals Design and Access Statement Addendum
Soft landscape design	Selection of appropriate tree and ornamental grass species in agreement with consultees, as set out within section 7 of the DAS Addendum.	To create an attractive aesthetic within the plaza using plants that are suitable for the coastal location.	ES Chapter 3: Site Description & Development Proposals Design and Access Statement Addendum

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DESIGN INTERVENTION	DESCRIPTION	REASON FOR INTERVENTION	FURTHER INFORMATION
Lighting design	Design options were considered with regards to the lighting design within the site as set out at section 8 of the DAS Addendum.	To be appropriate for the location whilst creating an attractive and safe night time environment	ES Chapter 3: Site Description & Development Proposals Design and Access Statement Addendum

17.6 ASSESSMENT PRE-MITIGATION (INCLUDING DESIGN INTERVENTIONS)

17.6.1 Proposed Development Scenario

17.6.1.1 Townscape Effects

Construction Phase

PHASE	RECEPTOR(S) AFFECTED	IMPACT	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Construction	Bramley-Moore Dock waterbody and associated dock walls	In order to facilitate the proposed development, the dock at BMD is required to be infilled and the associated dock walls either retained or covered - the Grade II listed ‘wet’ walls will not be removed. The dock will be backfilled using suitable marine material pumped from boats. This will increasingly result in the complete loss of the waterbody (large scale of change) during year 1 of the construction phase. The dock infill activity will directly alter the nature of the site. Towards the end of the construction period, during Year 3 (stage 10), a western waterbody will be created (via re-excavation of sand) within the site to maintain the presence of water within the site and continue the link between Sandon Half Tide Dock and Nelson Dock (albeit non-navigable as per existing arrangement due to southern isolation structure). The overall size of change to the waterbody is still considered large as the majority of the dock will be lost. The change will occur at site level during the short term and is considered negative due to the loss of the majority of the waterbody.	Medium	Moderate adverse: Significant	No	Section 4 Appendix 17.1
Construction	Regent Road Dock Wall	During the construction period, the dock wall will be protected by temporary concrete block and timber façade hoarding, which will alter the appearance of the site boundary along Regent Road. In order to facilitate the proposed development, alterations to the dock wall are required to enable three new pedestrian access points into the site. One of the proposed openings will be created at the start of the construction phase with the further two openings created further into the construction programme. These openings will also alter the physical structure and appearance of the dock wall to a degree, particularly during their creation as the entire, relevant, portion of the dock wall will be firstly removed and then rebuilt. The new lintels will be dressed using the larger dock wall stones recovered from the removed sections of wall and the new supporting posts will be complementary to the original built style of the wall. The new entrance gates (which will remain open for most of the time) will also be complementary, neutral coloured, perforated metal swinging gates with bollards set back inside the site, away from the wall. Whilst the work is carried out, the dock wall will be subject to direct construction activity which will alter the nature of the wall for a temporary period of time. The size of the overall change will be small as the works do not involve the entire wall structure but the change is considered negative as the existing continuous nature of the wall will be altered, particularly when entire portions of the wall are temporarily removed.	Medium	Moderate adverse: Not significant	No	Section 4 Appendix 17.1

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PHASE	RECEPTOR(S) AFFECTED	IMPACT	MAGNITUDE PRE- MITIGATION	SIGNIFICANCE PRE- MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Construction	Hydraulic Engine House	As part of the development proposals it is proposed that the Hydraulic Engine House will be repaired and converted into an exhibition / cultural centre. This will result in works to the structure to accommodate the proposed use which will be secured through separate listed building consent submissions, including temporary works to make the building structurally safe (emergency repairs route under the Listed Building and Conservation Area Act). During the initial temporary works, there will be apparent change to the appearance of the engine house due to the presence of scaffolding to the various structures that make up the Engine House, and the presence of mesh on the various openings of the structure to prevent pigeon access. Following on from these temporary works, during the construction of the stadium, concrete block and timber hoarding will be in place to protect the structure from works on site. Further works, to be secured by way of separate Listed Building Consent submissions in the future, will be undertaken to fully renovate and fit out the Engine House for future use. Overall, this will be a short term change observed at the site level occurring at a small geographical extent. The scale of change is considered to be small and whilst the scaffold and hoarding is in place the change would be negative as the character of the Engine House will be altered.	Small	Moderate adverse: Significant	No	Section 4 Appendix 17.1
Construction	Existing disused red brick industrial buildings	The proposed development involves the demolition of the existing structures within the site, including the warehouse (southern quay) and a small brick built building to the north west corner of the site. The removal of the buildings, during year 1 of the construction phase, will result in a direct change to the character of the dock. The change will occur at the site level over a short term duration. The degree to which the site will be altered is considered medium due to the removal of the existing features and whilst the changes within the site are carried out the impact is considered negative due to the presence of construction works, vehicles and personnel.	Medium	Minor adverse: Not significant	No	Section 4 Appendix 17.1
Construction	NCA58 Merseyside Conurbation	The works will be confined to within the site boundary and any disruption resulting from construction traffic will occur within an existing predominantly industrial area (routing strategy proposed as part of CEMP) that is already undergoing large scale construction works at Liverpool Waters. Considering the National Character Area as a whole, the change will occur at the local level and will be a negligible size of change occurring over the short term.	Negligible	Negligible: Not significant	No	Section 4 Appendix 17.1
Construction	The Waterfront and Its Fringes City Centre Character Area	The construction phase of the proposed development will occur within a townscape setting that already features numerous ongoing development projects (primarily within Liverpool Waters). The wider area in which the site is located is undergoing regeneration which will change the character of the existing dockland area and the addition of the proposed development will contribute to further change in the immediate area. The Waterfront and Its Fringes character area is a very large, linear area of land and its primary association is with the River Mersey to the immediate west. There is limited association between most of the wider character area and the area in which the site is located. Whilst there will be direct change to the townscape of the site and the northernmost part of the character area, the change to the townscape of the character area as a whole will be limited.	Small	Moderate adverse: Significant	No	Section 4 Appendix 17.1
Construction	Main Office Area City Centre Character Area	A large proportion of the character area is disassociated from the site and its dockland location but from the northern edge of the character area, closest to the site, there is a strong perception of the waterfront north of the city centre. The construction phase of the proposed development will not be highly perceptible from the periphery of the character area. Cranes are likely to be seen but their appearance would not be out of character with the local area as there are numerous ongoing construction schemes already present within and beyond the character area. Intervisibility with the proposed stadium would also be low and it would not appear out of character with the modern built form that already influences the character of the immediate townscape.	Small	Moderate adverse: Not significant	No	Section 4 Appendix 17.1

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PHASE	RECEPTOR(S) AFFECTED	IMPACT	MAGNITUDE PRE- MITIGATION	SIGNIFICANCE PRE- MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Construction	WHS SPD Character Area 3 - Stanley Dock Conservation Area	The construction phase of the proposed development will have a direct impact upon the character area and will introduce personnel and vehicle to the area for the short term time period (3 year anticipated construction programme). Perception of the works within the character area will vary relative to the level of interruption provided by built form and distance from the site. From locations within the character area immediately adjacent to the site (mostly to the east), the c.4m Regent Road dock wall will prevent a direct appreciation of the dock infill activity and some of the demolition works, although the perception of the works will still be noticeable. The creation of the dock wall openings (1no. at start of construction programme with 2 no. later) will be screened by hoarding, curtailing views into the site. Cranes will also still be noticeable above the dock wall, along with the two storey compound building, and the creation of the dock openings (at various stages of the construction programme) will be clearly notable from the immediate surrounding area. At greater distance, the construction works will be perceived in the context of the existing townscape character; an industrial area with existing ongoing works to the road infrastructure, the Tobacco Warehouse and between Waterloo and Trafalgar Docks (Liverpool Waters). Again, crane activity and above ground construction is likely to be most notable. There will be an increased presence of vehicles and personnel associated with the works, similar to that at the existing Liverpool Waters development to the south. The change will occur at the site level during the short term, and the degree to which the aesthetics of the character area will change is considered low (year 1) increasing to medium (year 2) through to great (later year 2 into year 3) as the construction works progress and the stadium super structure increasingly becomes the most prominent feature in the site.	Great	Major adverse: Significant	No	Section 4 Appendix 17.1
Construction	WHS SPD Character Area 4 – Castle Street Conservation Area	The construction phase of the proposed development will be located at relatively considerable distance from the character area, beyond the intervening urban area associated with Princes Dock which is subject to several existing / proposed tall residential / commercial buildings. The site is also located beyond existing construction works associated with the Park Central and Quay Central schemes.	Negligible	Minor adverse: Not significant	No	Section 4 Appendix 17.1
Construction	Residential Docks Townscape Character Area	Construction works associated with the proposed development will be located in close proximity to the character area, which itself is characterised by large scale construction and urban renewal associated with the Liverpool Waters scheme (Princes Dock etc.). The presence of further works in the wider townscape to the north will not greatly alter the baseline townscape.	Small	Minor adverse: Not significant	No	Section 4 Appendix 17.1
Construction	Industrial Docks Townscape Character Area	The short term construction phase of the development will occur in close proximity to the area but will be set within the context of the large scale industrial townscape with existing construction works present within the wider environs.	Small	Minor adverse: Not significant	No	Section 4 Appendix 17.1
Construction	Ten Streets and Wellington Park Townscape Character Area	The construction phase will be clearly apparent from the Wellington Park area and will form a notable feature, particularly from the A5054 (Blackstone Street) which approaches directly west towards the site. However, the proposed metal and red brick structure of the stadium, as it is built, will appear in keeping with the character of the industrial and commercial units. From within the Ten Streets area the site is not as readily apparent. The site is mostly associated with the western end of the linear street pattern, which features numerous red brick industrial works. The changes to the dock system within the site and the alterations to the dock wall would not greatly alter the underlying character of Ten Streets, or Wellington Park. As the adjacent area (to the immediate south west) is undergoing development works (Liverpool Waters), construction works are a primary feature of the local area. The proposed development will not appear incongruous to existing wider townscape features as it is constructed.	Medium	Moderate adverse: Not significant	No	Section 4 Appendix 17.1
Construction	Vauxhall Residential Character Area	The construction works associated with the stadium structure will form the most noticeable element of the build. The construction activity will be perceived in the context of the intervening industrial/commercial townscape, which forms the setting to the residential area, and although the construction works will be located at relatively close distance (from approx. 500m), it will not form a prominent feature within the residential townscape (in comparison to the elevated Merseyrail railway line for instance).	Small	Minor adverse: Not significant	No	Section 4 Appendix 17.1
Construction	Kirkdale Residential Character Area	The construction works will be located beyond the industrial townscape that sits between the site and the residential area. The short term works will appear as part of the existing industrial setting. The scale of the change will be negligible at the character area level.	Negligible	Negligible: Not significant	No	Section 4 Appendix 17.1

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PHASE	RECEPTOR(S) AFFECTED	IMPACT	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Construction	Everton Residential Character Area	The site is located at distance from the character area but there is likely to be a perception of change during construction from higher ground within the residential area. This would be largely limited to the Everton Brow area which experiences high levels of intervisibility with the wider Liverpool townscape. The large proportion of the residential area is however densely built and perception of the construction works will be minimal overall. The construction phase will occur at distance from the character area, across the intervening city townscape and as a result is unlikely to affect townscape character within Everton.	Negligible	Negligible: Not significant	No	Section 4 Appendix 17.1

Operational Phase

PHASE	RECEPTOR(S) AFFECTED	IMPACT	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Operation - All scenarios	Bramley-Moore Dock waterbody and associated dock walls	On completion of the proposed development, the stadium will occupy the space in which the waterbody was located. Although the majority of the dock will be lost, there will remain a waterbody through the western side of the site to continue the physical presence of a linking water system between Sandon Half Tide Dock and Nelson Dock (hydrologically linked but not navigable due to presence of existing southern isolation structure). The hard landscape proposals treatment on the eastern side of the stadium show the top dock wall and will feature blue toned surfacing within the walls (all surfaces to be flush with the wall due to accessibility / safety requirements) to denote the former location of the dock waterbody; this provides future interpretation and appreciation opportunities. The scale of the change will be large as much of the waterbody will be lost but its former existence will remain a tangible element in the scheme design.	Great	Major adverse: Significant	No	Section 4 Appendix 17.1
Operation - All scenarios	Regent Road Dock Wall	On the completion of the proposed development, the hoarding and barriers will be removed and the dock wall will have a total of three new openings (in total 29.4m is the maximum extent of the physical wall openings required which is considerably reduced from the total 45m wall openings proposed in original application submission), which will alter the appearance of the wall at those particular locations. However, overall, the revised dock wall entrances have been reduced in size and their appearance has been improved, which is considered positive. The size of the change will be small as it would involve less than c. 30m of the c.200m extent of wall that forms the site boundary and there will be a continuous presence of the wall along its top (via the proposed lintel). The change will be perceived at a small geographical scale and it will be a permanent change. Although the openings have been designed to be sympathetic to the existing character of the dock wall, the openings do represent a change to the structure and thus the change is considered negative.	Small	Moderate adverse: Not significant	No	Section 4 Appendix 17.1
Operation — Day time non match day - Day time match day	Hydraulic Engine House	The works will be sympathetic to the original engine house structure once complete (separate listed building consent submissions). There will be some likely change to the appearance of the engine house, but it will remain a legible and tangible feature within the site and the change is considered positive. Opening up the site as part of the development will enable the engine house to be visited. The context of the engine house will change through the introduction of the stadium and fan plaza, with tree planting to the immediate surroundings and thus the industrial location will ultimately change. The current visual prominence of the structure (as the site is largely otherwise vacant) will also be reduced in the presence of the stadium and the industrial activity that it was once associated with will have gone. Nevertheless, the re-use of the structure will preserve the structure as a whole retaining characteristics of the Bramley-Moore Dock. The direct change will be perceived at site level, over a long term duration. The size of the change to the physical appearance of the townscape feature is considered medium.	Medium	Moderate beneficial: Significant	No	Section 4 Appendix 17.1
Operation — Night time non match day - Night time match day	Hydraulic Engine House	The Hydraulic Engine House is likely to be architecturally lit at night (subject to separate permission) as it is assumed it will be open to the public on non match days as an exhibition / cultural centre. However, a requirement for bat mitigation will result in the restriction of lighting on the north and west elevations. The lighting will directly change the baseline character of the Hydraulic Engine House, but it will present an opportunity to highlight key features of the architecture that otherwise wouldn’t be appreciated at night. The nature of the change is considered positive.	Great	Moderate beneficial: Significant	No	Section 4 Appendix 17.1

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PHASE	RECEPTOR(S) AFFECTED	IMPACT	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Operation - All scenarios	Existing disused red brick industrial buildings	The existing structures will be replaced by the proposed stadium and surrounding outdoor space. The nature of the change is considered positive at the site level over a long term duration.	Medium	Minor adverse: Not significant	No	Section 4 Appendix 17.1
Operation - Day time non match day - Day time match day	NCA58 Merseyside Conurbation	Once constructed, the development will alter the immediate surroundings of the site, but for the character area as a whole (national scale), the degree of overall change will be minimal. The change will occur at the site and local context level (including views across the River Mersey) and will be a negligible size of change occurring over the long term.	Negligible	Negligible: Not significant	No	Section 4 Appendix 17.1
Operation - Night time non match day - Night time match day	NCA58 Merseyside Conurbation	The effects of additional lighting on the large scale character area will not adversely affect the underlying characteristics of the NCA.	Negligible	Negligible: Not significant	No	Section 4 Appendix 17.1
Operation - Day time non match day	The Waterfront and Its Fringes City Centre Character Area	The proposed development will form a positive landmark feature within the northern docks, an area proposed for urban regeneration through the approved Liverpool Waters scheme (LPA ref. 100/2424 — latest approved non-material amendment being 19NM/1121, non-material amendment reference 20NM/1801 currently pending determination). The stadium will ultimately be located within a wider setting of other large scale built form and will maintain an appreciation of the former Bramley-Moore Dock. Whilst there will be direct change to the character area, the change would be positive and would be perceived within a small part of the much wider. It would not greatly alter the overall baseline characteristics of the city centre character area.	Small	Moderate beneficial: Significant	No	Section 4 Appendix 17.1
Operation - Day time match day	The Waterfront and Its Fringes City Centre Character Area	During matches and events there will be an increase in pedestrians and vehicles within the character area for a temporary time period (noting that there are extensive parking restrictions proposed around the wider locality as well as soft/hard road closures for pedestrian safety and security purposes). The impact upon the character area is considered to be moderate. Although the area already experiences relatively infrequent influxes of people to the area in relation to the nightclub use on the site, and the overall area is a busy city centre location which also experiences influxes of people from cruise liners and those visiting over weekends, the influx of large numbers of supporters will be much greater, occurring over a more condensed time period. However, such changes will occur for short periods of time only as it is not considered to negatively detract from overall townscape character.	Small	Moderate beneficial: Significant	No	Section 4 Appendix 17.1
Operation - Night time non match day	The Waterfront and Its Fringes City Centre Character Area	The proposed development would introduce lighting into a relatively low light part of the character area in comparison to the lighting associated with the Liverpool city centre. However, security lighting is present at the adjacent wastewater treatment works and industrial units in the wider area and as a whole the character area is brightly lit. The development would introduce a positive, landmark feature into the character area.	Small	Moderate beneficial: Significant	No	Section 4 Appendix 17.1
Operation - Night time match day	The Waterfront and Its Fringes City Centre Character Area	During matches and events, the night time lighting associated with the proposed development will increase overall light levels within the local area. The increase in vehicles to the area will also contribute to the increase in lighting. However, the lighting will be perceived in the context of the existing night time light levels emanating from the city centre and within the character area as a whole.	Small	Moderate beneficial: Significant	No	Section 4 Appendix 17.1
Operation - Day time non match day	Main Office Area City Centre Character Area	Due to the high degree of interruption by existing built form between the character area and the site, the proposed development will not form a prominent new feature in the wider townscape and thus will have a limited affect upon the setting of this townscape character area. The change is considered positive as the development will form a new landmark in the wider area.	Small	Moderate beneficial: Not significant	No	Section 4 Appendix 17.1
Operation - Day time match day	Main Office Area City Centre Character Area	On days when there are matches and events at the stadium there is likely to be a perceptible increase in people and vehicles in the area, but the character area is already busy in nature, it is not peaceful or still, and so the change to townscape character will be limited.	Small	Moderate beneficial: Not significant	No	Section 4 Appendix 17.1
Operation - Night time non match day	Main Office Area City Centre Character Area	The lighting associated with the proposed development is unlikely to be highly perceptible in the wider townscape due to the high level of existing lighting present within the character area itself. Additional lighting in the wider landscape to the north west associated with the proposed stadium would have a very limited impact upon night time townscape character.	Negligible	Moderate beneficial: Not significant	No	Section 4 Appendix 17.1
Operation - Night time match day	Main Office Area City Centre Character Area	The additional match day stadium lighting is likely to be apparent from the northern periphery of the character area for short periods of time. However, the lighting will exist within the context of an existing well lit townscape environment and is unlikely to affect the appreciation of the underlying night time baseline environment.	Small	Moderate beneficial: Not significant	No	Section 4 Appendix 17.1

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PHASE	RECEPTOR(S) AFFECTED	IMPACT	MAGNITUDE PRE- MITIGATION	SIGNIFICANCE PRE- MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Operation - Day time non match day	WHS SPD Character Area 3 - Stanley Dock Conservation Area	On completion of the construction phase, the stadium will appear as a modern, landmark structure within an industrial setting. The use of red brick and steel in the stadium design will assist in the integration of the structure with its local context. The local area already features large scale built form in terms of massing, such as the Stanley Dock Complex and the adjacent wastewater treatment works, and the nearby Port of Liverpool wind turbines are an existing modern feature of the local townscape. The Hydraulic Engine House will remain within the site, repaired and reused, to allow a continued appreciation of the structure. Dock features found within the site will also be retained or reused as so far as possible to maintain a sense and understanding of the industrial / maritime heritage of Bramley-Moore Dock. The creation of the western water channel within the site will also continue to provide visual connectivity between Sandon Half Tide Dock and Nelson Dock. The location of the dock waterbody will also be indicated within the hard landscape design to retain a tangible understanding of the former use of the site. The change will occur at the character area level over the long term, and the degree to which the aesthetics of the character area will change is considered large. The proposed development has been designed to be sympathetic to its location, and the new public space surrounding the site, which will allow accessibility within the dock at all times, will positively enhance the local townscape.	Great	Major beneficial: Significant	No	Section 4 Appendix 17.1
Operation - Day time match day	WHS SPD Character Area 3 - Stanley Dock Conservation Area	On match days and events there will be a large increase in pedestrians in the area, and hard and soft road closures will reduce the presence of vehicles for short periods of time. Fans will be able to gather in the fan zone and make use of the various concessions and activities available inside the dock walls associated with the fan zone plaza. There will be a vibrant atmosphere to the area, which is currently under used due to its (near vacant) industrial nature. The site is already used on an infrequent basis for nightclub events in the existing warehouse on the southern dock quayside, and the stadium will increase the likely footfall within the area. There will be an increased amount of activity for short periods of time in the area surrounding the site, and in the site itself. Such temporary increases in people is considered to be similar to that historically experienced when the site and local area was in use as a busy port/docklands with overhead railway, with fluxes of activity associated with each boat arrival.	Great	Major beneficial: Significant	No	Section 4 Appendix 17.1
Operation - Night time non match day	WHS SPD Character Area 3 - Stanley Dock Conservation Area	There will be an increase in light levels within the site and immediate surrounding area through the introduction of the proposed development. The overall 'glow' of light from the site (architectural lighting) will be notable in an area where light levels are generally lower than average due to its industrial nature. Such change is considered positive as it will improve the overall night time environment of the area, introducing a vibrant space to the townscape. With distance from the site, the new lighting will become a background element to the immediate townscape and the affect upon character will be limited.	Great	Major beneficial: Significant	No	Section 4 Appendix 17.1
Operation - Night time match day	WHS SPD Character Area 3 - Stanley Dock Conservation Area	During matches and events there will be some further lighting introduced into the local townscape (floodlight glow, roof and facade lighting including southern glazed window), with additional lights associated with match security outside the stadium and additional vehicles presence. However, the lighting will be perceived in the context of the existing night time light levels emanating from the city centre and within the character area as a whole.	Great	Major beneficial: Significant	No	Section 4 Appendix 17.1
Operation - Day time non match day	WHS SPD Character Area 4 – Castle Street Conservation Area	The proposed development will be located beyond the intervening urban area of Princes Dock. As shown in relation to Viewpoints 15 to 20, the proposed development will not form a feature in the wider townscape as appreciated from the core of the character area. From the peripheral area, the proposed development would form a small element in the wider urban environment.	Negligible	Minor beneficial: Not significant	No	Section 4 Appendix 17.1
Operation - Day time match day	WHS SPD Character Area 4 – Castle Street Conservation Area	There is the potential for a perceived increase in vehicles and pedestrians within the character area as people arrive to matches and events via public transport. However, the character area is an already busy area with fluxes of people experienced on the arrival of tourist boats/cruise liners and organised coach trips.	Small	Minor beneficial: Not significant	No	Section 4 Appendix 17.1
Operation - Night time non match day	WHS SPD Character Area 4 – Castle Street Conservation Area	As the proposed development is located beyond an existing, well lit, urban area, the additional of the development lighting will bring about very limited change in night time character.	Negligible	Minor beneficial: Not significant	No	Section 4 Appendix 17.1
Operation - Night time match day	WHS SPD Character Area 4 – Castle Street Conservation Area	There is the potential for an increase in vehicle lighting to be perceived within the character area, but this would occur for a short time period in the context of an already well lit environment. The 'glow' of the stadium lighting would occur beyond the urban environment at Princes Dock and would not be readily perceived.	Negligible	Minor beneficial: Not significant	No	Section 4 Appendix 17.1

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PHASE	RECEPTOR(S) AFFECTED	IMPACT	MAGNITUDE PRE- MITIGATION	SIGNIFICANCE PRE- MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Operation - Day time non match day	Residential Docks Townscape Character Area	The introduction of the development on the waterfront to the north of the character area is considered to have a positive impact upon the townscape character of the residential area. The stadium will create a positive landmark feature in the wider landscape, improving the otherwise industrial and underused setting that is currently present between the residential character area and the Industrial character area further north (including obscuring the view of the waste water treatment plant). The development would appear separately to other landmark buildings/features such as the Tobacco Warehouse and the Victoria Clock Tower and would be of similar scale to existing built form in the locality.	Medium	Moderate beneficial: Significant	No	Section 4 Appendix 17.1
Operation - Day time match day	Residential Docks Townscape Character Area	There will be an increase in the numbers of people in the area during matches and events for a temporary period of time. The soft road closure of Waterloo Road will prevent vehicle access, temporarily reducing traffic numbers nearby. The existing townscape is already a relatively busy urban area and further temporary increases of people attending the stadium will not greatly alter the perception of the character of the area.	Medium	Moderate beneficial: Significant	No	Section 4 Appendix 17.1
Operation - Night time non match day	Residential Docks Townscape Character Area	The lighting associated with the proposed development is likely to be perceptible in the wider townscape to the north as it is currently relatively low lit in comparison to the urban area immediately south and east of the character area. However, the presence of such additional lighting would have limited impact upon night time townscape character as the residential area is already brightly lit itself and there are also light sources already present in the wider area, and across the River Mersey on the Wirral.	Small	Minor beneficial: Not significant	No	Section 4 Appendix 17.1
Operation - Night time match day	Residential Docks Townscape Character Area	The night time ‘glow’ of the stadium lighting as a whole during matches and events will be perceived in the townscape to the north (roof and stadium façade; floodlights and large glazed window on proposed southern stand). The additional lighting will be set in the context of existing light sources in the locality although the stadium lighting is likely to be brighter for a temporary period of time during each event/match (including pre and post match).	Medium	Moderate beneficial: Significant	No	Section 4 Appendix 17.1
Operation - Day time non match day	Industrial Docks Townscape Character Area	The proposed development will introduce a modern, positive landmark feature to the immediate south of the industrial townscape. The scale of the development will be in keeping with the existing baseline, and the materials used will reflect the maritime history of the docks. An appreciation of the former use of Bramley-Moore Dock would remain and a continuous link between the various dock waterbodies would also remain.	Small	Minor beneficial: Not significant	No	Section 4 Appendix 17.1
Operation - Day time match day	Industrial Docks Townscape Character Area	During matches and events there is likely to be an increase in people and vehicle movement within the industrial area, but the area is already busy with HGV movement in particular. However, the likelihood of large numbers of people passing by the industrial docks area towards Sandhills Station and away fan coach parking is assumed to be medium in scale overall, occurring at a small geographical level over a temporary time period.	Medium	Minor beneficial: Not significant	No	Section 4 Appendix 17.1
Operation - Night time non match day	Industrial Docks Townscape Character Area	The lighting associated with the proposed development will be apparent beyond the industrial docklands in an area that has generally lower light levels due to its underused nature. However, the industrial docks itself features night time security lighting and the baseline character is not particularly sensitive to increased light levels in the wider landscape. An increase in lighting in the area is likely to be perceived as positive in terms of townscape character.	Small	Negligible: Not significant	No	Section 4 Appendix 17.1
Operation - Night time match day	Industrial Docks Townscape Character Area	The stadium lighting will be clearly apparent in the wider townscape (large glazed lit window on proposed north stand elevation and overall floodlight glow). There is also the potential for an increase in lighting associated with vehicles passing through the area before and after matches and events. However, the baseline industrial context is not highly sensitive to an increase in light levels, and the impact upon townscape character will be limited of the area overall.	Medium	Minor beneficial: Not significant	No	Section 4 Appendix 17.1
Operation - Day time non match day	Ten Streets and Wellington Park Townscape Character Area	The completed stadium will form a notable, positive landmark feature in the local townscape. It will be highly notable from Wellington Park, but the appearance of the superstructure is considered in keeping with the existing urban fabric of the area. The proposed scale of the stadium would also be in keeping with other existing built features present along Regent Road. From within Ten Streets, the stadium will also form a notable feature, apparent from the Regent Road side of the streetscape. Again, it will appear as a notable new structure that marks the northern extent of the WHS.	Medium	Moderate beneficial: Not significant	No	Section 4 Appendix 17.1
Operation - Day time match day	Ten Streets and Wellington Park Townscape Character Area	During matches and events there is likely to be an increase in people and vehicle movement within the industrial area, particularly Wellington Park, as Great Howard Street is proposed to be a shuttle bus route. However, the area is already busy with traffic, it is not a still or peaceful area, and the increase in movement in the area for short periods of time will not alter the perception of the area.	Medium	Moderate beneficial: Not significant	No	Section 4 Appendix 17.1

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PHASE	RECEPTOR(S) AFFECTED	IMPACT	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Operation - Night time non match day	Ten Streets and Wellington Park Townscape Character Area	The lighting associated with the proposed development is likely to be perceived from the character area, particularly the western side of Wellington Park and Ten Streets. However, the presence of such additional lighting would have limited impact upon night time townscape character as the overall area is already lit, particularly by street lighting and security lighting, and there are also light sources present in the wider area as of Vauxhall and Kirkdale.	Small	Minor beneficial: Not significant	No	Section 4 Appendix 17.1
Operation - Night time match day	Ten Streets and Wellington Park Townscape Character Area	The night time 'glow' of the stadium lights during matches and events will be perceived in the wider townscape. The additional lighting will be set in the context of existing light sources in the industrial locality, particularly street lighting. However, the stadium lighting is likely to be a bright source of light for a temporary period of time during each event/match (including pre and post match periods). Extra vehicle movement on the roads through the character area will also increase sources of light for a temporary time period.	Medium	Moderate beneficial: Not significant	No	Section 4 Appendix 17.1
Operation - Day time non match day	Vauxhall Residential Character Area	The proposed stadium is likely to be perceived as an additional feature in the local townscape beyond the intervening industrial area. However, the presence of the proposed development in the wider townscape is unlikely to result in a large change to the setting of this character area. The proposed development is considered to be a positive landmark feature in the wider landscape once complete.	Small	Minor beneficial: Not significant	No	Section 4 Appendix 17.1
Operation - Day time match day	Vauxhall Residential Character Area	There is likely to be a noticeable increase in people and vehicles passing through the area during matches and events, occurring over short periods of time, due to the proximity of the area to the site. The stadium itself will remain an additional feature of the wider industrial/commercial area. The size of the change would be medium at the medium scale.	Medium	Minor adverse: Not significant	No	Section 4 Appendix 17.1
Operation - Night time non match day	Vauxhall Residential Character Area	The introduction of night time lighting within the site will not greatly alter the townscape character of the residential area which is already well lit and located in close proximity to lighting associated with the industrial/commercial area to the immediate west.	Negligible	Minor adverse: Not significant	No	Section 4 Appendix 17.1
Operation - Night time match day	Vauxhall Residential Character Area	Additional stadium lighting may be perceptible from the residential area but effects upon townscape character area are likely to be no greater than small due to the context in which it is seen within and the limited degree of change. The change would occur for temporary time periods at the character area scale.	Small	Minor adverse: Not significant	No	Section 4 Appendix 17.1
Operation - Day time non match day	Kirkdale Residential Character Area	Once constructed, the development is anticipated to have negligible change to this character of the residential area. The context in which the stadium will be present is industrial in nature, and already features large, modern structures. The immediate residential character will not be greatly altered.	Negligible	Negligible: Not significant	No	Section 4 Appendix 17.1
Operation - Day time match day	Kirkdale Residential Character Area	During match days and events, there is likely to be an increase in vehicles and pedestrians in the area. This would occur for a temporary period of time. The scale of the change will be small occurring at the local level.	Small	Negligible: Not significant	No	Section 4 Appendix 17.1
Operation - Night time non match day	Kirkdale Residential Character Area	The introduction of night time lighting within the site will not greatly alter the townscape character of the residential area which is located at distance from the site and is already well lit.	Negligible	Negligible: Not significant	No	Section 4 Appendix 17.1
Operation - Night time match day	Kirkdale Residential Character Area	Night time matches and events will lead to an increase in vehicle lights in the area alongside lighting emitted from the proposed development. However, as the existing residential area is well lit with street lighting and wider industrial/city centre 'glow', the temporary increase in light sources will result be no greater than small.	Small	Negligible: Not significant	No	Section 4 Appendix 17.1
Operation - Day time non match day	Everton Residential Character Area	Once completed, the stadium development will form a positive landmark feature in the wider townscape. However, it is unlikely to affect the townscape character of Everton due to distance and the context in which the stadium is set within. The underlying townscape characteristics of the area will not be altered.	Negligible	Negligible: Not significant	No	Section 4 Appendix 17.1
Operation - Day time match day	Everton Residential Character Area	On match days, the movement of people and vehicles is likely to be away from the area towards the stadium in comparison to people moving into the area to attend matches at Goodison Park. The presence of the stadium and match day activity in the wider townscape is unlikely to greatly change the baseline townscape character.	Negligible	Negligible: Not significant	No	Section 4 Appendix 17.1
Operation - Night time non match day	Everton Residential Character Area	The introduction of night time lighting within the site will not greatly alter the townscape character of the residential area of Everton which is located at distance from the site and is already well lit.	Negligible	Negligible: Not significant	No	Section 4 Appendix 17.1

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PHASE	RECEPTOR(S) AFFECTED	IMPACT	MAGNITUDE PRE- MITIGATION	SIGNIFICANCE PRE- MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Operation - Night time match day	Everton Residential Character Area	See operation - Night time non match day	Negligible	Negligible: Not significant	No	Section 4 Appendix 17.1

TOWNSCAPE AND VISUAL

17.6.2 Visual Effects

Construction Phase

PHASE	RECEPTOR(S) AFFECTED	IMPACT	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Construction	Viewpoint 1. Melrose Road	Views of ground level works associated with the demolition of existing structures and infill of the dock will not be perceptible due to screening by intervening features in the view. Ground level construction work will also be screened. As the stadium begins to gain height, the structure will become increasingly visible, the cranes associated with the works will also be seen beyond the stone wall and vegetation in the immediate view. Although seen in the direct view along the road corridor, the works will appear in a relatively small part of the view, at distance, in the context of other industrial structures.	Small	Residential /Pedestrians/Cyclists — Minor adverse: Not significant Vehicular road users — Negligible: Not significant	No	Section 5 Appendix 17.1
Construction	Viewpoint 2. Commercial Road	Ground level demolition and dock infill activities will be screened from view by existing features in the intervening landscape. Construction cranes are likely to be seen above the vegetation in the near view and the stadium will become increasingly visible as it is constructed; the steel roof structure is likely to be the most visible element of the proposed development. However, the works will occupy a small part of the overall view available.	Small	Public Open Space Users /Pedestrians/Cyclists — Minor adverse: Not significant	No	Section 5 Appendix 17.1
Construction	Viewpoint 3. Regent Road	The construction phase of the proposed development will be seen at close distance from the viewpoint. The Grade II listed Regent Road dock wall in the immediate view will screen a large proportion of the ground level preparation works, including dock infilling activity and the demolition of the existing structures in the southern part of the site. The hoarding and barriers installed to protect the listed dock wall will be clearly seen in the view along the road. The demolition of the easternmost part of the existing warehouse on the southern quay is likely to be partially visible above the dock wall in the backdrop of the view. The construction of the stadium structure will form the most visible element of the short term construction phase, the steel roof structure will be seen above the dock wall and the crane(s) required will be tall features in the immediate view. The two storey compound building will also be seen. Overall, the construction period will form a prominent feature in the immediate view.	Medium	Pedestrians/Cyclists — Moderate adverse: Significant Vehicular road users/ People at place of work — Moderate adverse: Not Significant	No	Section 5 Appendix 17.1
Construction	Viewpoint 4. Everton Valley/ St Domingo Road junction	Views of the demolition of the existing non-listed structures within the site and the remediation and infill of the dock will not be perceptible from the viewpoint location. Views of ground level construction vehicles and compounds will also not be seen. Once construction is underway, and cranes are in operation, it is likely that views will be interrupted and heavily filtered by the presence of existing vegetation within the intervening landscape, even during winter months. Should the cranes be visible, they will be seen in a very small part of the overall view, at distance from the viewpoint, and they will be seen in the context of the urban existing view.	Negligible	Pedestrians/Cyclists — Minor adverse: Not significant Vehicular road users — Negligible: Not significant	No	Section 5 Appendix 17.1
Construction	Viewpoint 5. Blackstone Street	The ground level construction activity within the site will not be seen from the viewpoint location due to the presence of the dock wall (the first opening is off-set and not visible), located at the end of road. The most notable elements of the short term construction period will relate to the presence of hoarding along the site frontage/dock wall, the movement of large machinery associated with demolition and dock infill/compaction works, crane activity throughout the period, the tops of welfare facilities and compounds, and the build of the stadium itself at it increases in height above the dock wall. The construction works will form a prominent feature in the near, direct view.	Large	Pedestrians/Cyclists/ Vehicular road users — Moderate adverse: Not Significant	No	Section 5 Appendix 17.1
Construction	Viewpoint 6. Boundary Street	As the site is located beyond the rail bridge that passes through the near view, much of the lower level construction works will not be visible from the viewpoint location. All ground level activities will also be screened from view. High level activity associated with crane movement will be clearly seen in the backdrop to the view, above the rail bridge, and construction of the roof structure will also be notable and prominent beyond the bridge. Overall, views of the short term construction phase will form a notable feature at the head of the road, occupying the central part of the view available along the road corridor.	Medium	Pedestrians/Cyclists/ Vehicular road users — Minor adverse: Not significant	No	Section 5 Appendix 17.1

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PHASE	RECEPTOR(S) AFFECTED	IMPACT	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Construction	Viewpoint 7. Everton Park	The temporary, short term construction phase of the proposed development will be seen at distance from the viewpoint. Due to the elevated nature of the viewpoint, views over the site will be available, and works associated with the demolition of structures and infill of the dock waterbody, particularly on the western side of the site, are likely to be perceptible, but as a small element in the view. Movement of vehicles within the site are also likely to be seen, but such activity would form a very small element of a much wider view. The most appreciable element of the construction phase will be the construction of the stadium structure itself. The mobile cranes will be seen as the brick and steel structure rises within the industrial townscape context, but cranes are already a feature of the view, with cranes seen at the Tobacco Warehouse and within the city centre.	Small	Public park users -Minor adverse: Not significant	No	Section 5 Appendix 17.1
Construction	Viewpoint 8. Bascule Bridge	The construction phase of the proposed development will be clearly seen from the Bascule Bridge when travelling northbound, and particularly when using the pedestrian footway on the western side of the bridge. All stages of the short term construction phase will be seen across the immediate Collingwood Dock and beyond the piles of stored materials that enclose the southern side of Nelson Dock. The removal of Bramley-Moore Dock warehouse will be highly notable at such short distance and the associated movement of vehicles and people will also be seen. The process of infilling/compacting the dock may be noticeable where it occurs within the western part of the site. Works associated with the Hydraulic Engine House will be seen at greater distance, in a very small part of the view. The primary visible phase of the construction period will be as the stadium structure is built in the near view. The construction of the southern and eastern facades of the stadium will be most notable within the view.	Large	Pedestrians/Cyclists — Moderate adverse: Significant Vehicular road users — Moderate adverse: Not Significant	No	Section 5 Appendix 17.1
Construction	Viewpoint 9. Waterloo Road	The construction activity will be seen at relative distance from the viewpoint, seen from the entrance of an existing construction site associated with the Liverpool Waters development at Park Central and Quay Central (Plots C04 and C06 of the Liverpool Waters scheme) and seen across the redundant Trafalgar Dock. Ground level activities are unlikely to be highly perceptible and the demolition and dock infill phases will also be small elements in the backdrop of the view. The main visual element of this short term phase being the mobile cranes and the stadium itself as it builds up from the infilled dock. It should be noted that development construction is already a feature of the locality.	Small	Pedestrians/Cyclists — Minor adverse: Not significant Vehicular road users — Minor adverse: Not significant	No	Section 5 Appendix 17.1
Construction	Viewpoint 10. Tunnel vent on Waterloo Road	The construction phase of the proposed development will be seen at distance from the viewpoint. Due to the level of screening provided by the dock wall that runs alongside Waterloo Road, all ground level activities within the site are highly unlikely to be perceptible. The construction of the stadium structure will form the most visible element of the short term construction phase, with high level cranes seen above the dock wall in the far north of the view. It should be noted that construction works are already a feature of the view, appearing in the immediate landscape associated with the construction of Liverpool Waters (Princes Dock and Waterloo Dock schemes).	Small	Pedestrians/Cyclists — Minor adverse: Not significant Vehicular road users — Minor adverse: Not significant	No	Section 5 Appendix 17.1
Construction	Viewpoint 11. Waterloo Warehouse/Waterloo Road	As the site is located at relative distance at the perceived head of the road, beyond the Waterloo and Regent Road dock wall, the visible construction activity will be limited to above ground works and mobile cranes. All ground level activity will be screened from view. The stadium will be become visible as it increases in built height, but such views will be at greater distance in comparison to the ongoing construction activity within Park Central and Quay Central to the immediate north west of the viewpoint. Overall, views of the short term construction phase are unlikely to be prominent from the viewpoint location.	Small	Residential /Pedestrians/Cyclists — Minor adverse: Not significant Vehicular road users — Minor adverse: Not significant	No	Section 5 Appendix 17.1
Construction	Viewpoint 12. Great Howard Street/Old Hall Street junction	Due to the location of the site on lower ground and at relative distance from the viewpoint, the ground level construction activities will not be visible from this viewpoint. Crane activity will be seen above the canopy of the trees that surround the Costco car park in the mid distance view, and the stadium roof structure will be partially seen as it is built. Views will be marginally greater during months of leaf loss. The crane(s) will appear similar in nature to that already seen in the locality. Construction activity is already notable in the near view at Princes Dock and Pall Mall.	Negligible	Pedestrians/Cyclists and Vehicular road users — Negligible: Not significant	No	Section 5 Appendix 17.1
Construction	Viewpoint 13. Princes Parade	The site is located beyond the new building at Quay Central and the apartments at Waterloo Quay. The construction activity on the western riverfront within the site has the potential to be just visible to a very small degree beyond Park Central. However, perceivable change in the view is unlikely, as the view already contains a number of cranes associated with ongoing construction in the area.	Negligible	Pedestrians/Cyclists/Leisure Users and Vehicular road users Negligible: Not significant	No	Section 5 Appendix 17.1
Construction	Viewpoint 14. Princes Dock	No view available	No change	No effect - all receptors	No	Section 4 Appendix 17.1

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PHASE	RECEPTOR(S) AFFECTED	IMPACT	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Construction	Viewpoint 15. New Quay	Due to the location of the site beyond a brow in the near view, and at relative distance from the viewpoint, the ground level construction activities will not be visible. Crane activity may just be seen above the canopy of the trees that surround the Costco car park, as seen in the mid distance view, and the stadium roof structure will be marginally visible as it is constructed.	Negligible	Negligible: Not significant - all receptors	No	Section 5 Appendix 17.1
Construction	Viewpoint 16. Pier Head Ferry Terminal	No view available	No change	No effect - all receptors	No	Section 5 Appendix 17.1
Construction	Viewpoint 17. Georges Pier Head	No view available	No change	No effect - all receptors	No	Section 5 Appendix 17.1
Construction	Viewpoint 18. Pier Head Plaza	No view available	No change	No effect- all receptors	No	Section 5 Appendix 17.1
Construction	Viewpoint 19. Salthouse Quay	No view available	No change	No effect- all receptors	No	Section 5 Appendix 17.1
Construction	Viewpoint 20. Albert Dock	No view available	No change	No effect- all receptors	No	Section 5 Appendix 17.1
Construction	Viewpoint 21. Woodside Ferry Terminal	The construction phase associated with the proposed development will be seen across the River Mersey for a short time period. The demolition of existing structures and the dock infill activity will form small visual features in the view. The primary elements of this phase will comprise the crane(s) and the stadium itself as it is built up from the ground, but such views will be distant across the river. The crane activity will be seen in the context of existing cranes in the wider view, particularly those at the Tobacco Warehouse and Park Central, and the construction of the stadium will be seen in the context of the existing construction works at the Liverpool Waters site (Princes Dock and Waterloo Dock schemes).	Small	Minor adverse: Not significant- all receptors	No	Section 5 Appendix 17.1
Construction	Viewpoint 22. Seacombe Ferry Terminal	The short term construction phase will be visible at distance across the River Mersey. The most notable elements of the construction phase will be the crane activity and the stadium itself as it is built up from the ground. Demolition and dock infill activity will form a very minor element in the distant view. The construction works will be seen in the context of other ongoing works on the Liverpool waterfront and within the city centre.	Medium	Minor adverse: Not significant- all receptors	No	Section 5 Appendix 17.1
Construction	Viewpoint 23. Wallasey Town Hall	The construction activity within the site will be seen in the direct view to the east. The demolition of the existing structures within the site will not be highly perceptible and the dock infill activity will also be barely seen across the river due to distance. The most notable elements within the short-term construction phase will be the crane activity and the increasing presence of the stadium as it is built. All of the construction works will be viewed in the context of the industrial environs of the site, and other existing construction works within the view. Overall, the construction works will occupy a small part of the panorama available.	Medium	Moderate adverse: Not significant - all receptors	No	Section 5 Appendix 17.1
Construction	Viewpoint 24. Magazine Promenade	The construction activity within the site will be seen in the direct view across the River Mersey. The most notable elements within the short-term construction phase will be the mobile crane activity and the increasing presence of the stadium as it is built. The demolition of the existing structures within the site will not be readily visible and the dock infill activity will also be barely seen across the river due to distance. All of the construction works will be viewed in the context of the industrial location of the site with other existing construction works also seen in the view. The works will occupy a small part of the much wider view available.	Small	Minor adverse: Not Significant - all receptors	No	Section 5 Appendix 17.1
Construction	Viewpoint 25. Fort Perch Rock	The construction of the proposed development will be visible to varying degrees throughout the short term phase. The demolition of existing structure within the site will form a small element in the view, as will dock infilling activity, due to the relative distance between the viewpoint and the site. The primary elements of the construction phase visible to visitors to Fort Perch Rock will be the construction of the stadium itself and the mobile crane(s) used in the process. The cranes will appear in the same part of the view as the Port of Liverpool turbines, which will be much taller elements in the view, as well as other cranes present in the skyline view. There are also other existing construction works seen at distance in the waterfront view. Overall, the works will occupy a small part of the much wider view available.	Small	Minor adverse: Not significant - all receptors	No	Section 5 Appendix 17.1

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PHASE	RECEPTOR(S) AFFECTED	IMPACT	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Construction	Viewpoint 26. Trafalgar Dock	The short term construction phase during all stages, including demolition of the existing built structures within the site, and dock infill/compaction activity, will be clearly seen across the redundant Nelson Dock that forms the foreground view.	Large	Moderate adverse: Significant - all receptors	No	Section 5 Appendix 17.1
Construction	Viewpoint 27. South-Western edge of Trafalgar Dock	All stages of the short term construction phase, including demolition of the existing built structures within the site, and dock infill activity, will be clearly seen across the redundant Nelson and Trafalgar Docks that form the foreground view.	Large	Moderate adverse: Significant - all receptors	No	Section 5 Appendix 17.1
Construction	Viewpoint 28. Alexandra Tower	The demolition and dock infilling activities within the western part of the site will be seen at relative distance to the north of the viewpoint, seen in the context of the waterfront and existing industrial features in the view. The proposed development will be partially located beyond built form in the near view and as such the construction works, and mobile crane(s), associated with the southern and western elevations of the stadium will be seen, again at relative distance. A large portion of the development will be screened from view. It should be noted that there is already existing construction works ongoing in the view associated with the Liverpool Waters development (Waterloo Dock).	Small	Minor adverse: Not significant - all receptors	No	Section 5 Appendix 17.1
Construction	Viewpoint 29. Bidston Hill	The short term construction phase associated with the proposed development will be seen at distance from the viewpoint (over 5 km) and as such will form a minor element in a much wider view available. The mobile cranes and the construction of the roof structure will be the most apparent elements, but they will be seen in the context of numerous other developments taking place on the Liverpool city centre skyline.	Negligible	Minor adverse: Not Significant - all receptors	No	Section 5 Appendix 17.1
Construction	Viewpoint 30. Anglican Cathedral	No view available	No change	No effect - all receptors	No	Section 5 Appendix 17.1
Construction	Viewpoint 31. Metropolitan Cathedral of Christ the King	No view available	No change	No effect - all receptors	No	Section 5 Appendix 17.1
Construction	Viewpoint 32. Holt Hill	The short term construction phase will be seen at distance from the viewpoint and as such will form a very minor element with in the urban and industrial view available. The mobile cranes will be seen in the context of the numerous other cranes already seen in the view.	Negligible	Residential /Pedestrians/Cyclists — Negligible: Not significant Vehicular road users — Negligible: Not significant	No	Section 5 Appendix 17.1

Operational Phase

PHASE	RECEPTOR(S) AFFECTED	IMPACT	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Operation - Day time non match day	Viewpoint 1. Melrose Road	On completion, the proposed stadium will form a positive, noticeable landmark feature in the view to the south west from the road corridor. Views experienced by pedestrians and road users when travelling in a south westerly direction will be direct; views from adjacent dwellings will be oblique. Views will be filtered by vegetation during summer months, with an increase in visibility experienced during months of leaf loss. The ground level elements of the development are unlikely to be seen from the viewpoint location, with the stadium seen to occupy a relatively small proportion of the view available from the road. The stadium would sit within an existing urban context with long distance views towards the North Wales hills remaining available in clear weather conditions.	Small	Residential /Pedestrians /Cyclists — Minor beneficial: Not significant Vehicular road users — Negligible: Not significant	No	Section 5 Appendix 17.1
Operation - Day time match day	Viewpoint 1. Melrose Road	There is the potential for there to be a perceptible increase in pedestrian and vehicular movement at the viewpoint on match and event days. Kirkdale train station is located just to the west of the viewpoint. However, the road corridor is already particularly busy with traffic movement and any further temporary increase is not likely to alter the existing nature of the baseline view.	Small	Residential /Pedestrians /Cyclists — Minor adverse: Not significant	No	Section 5 Appendix 17.1

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PHASE	RECEPTOR(S) AFFECTED	IMPACT	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
				Vehicular road users — Negligible: Not significant		
Operation - Night time non match day	Viewpoint 1. Melrose Road	The night time lighting of the stadium will be perceptible from the viewpoint, but it will be seen in the context of the existing highway lighting in the immediate townscape, and the lighting associated with Liverpool docks and city centre within the middle distance view. The subtle architectural lighting associated with the Hydraulic Engine House may also be perceptible. The additional ‘background’ stadium lighting is unlikely to greatly alter the existing night time view.	Small	Residential /Pedestrians /Cyclists — Minor adverse: Not significant	No	Section 5 Appendix 17.1
				Vehicular road users — Negligible: Not significant		
Operation - Night time match day	Viewpoint 1. Melrose Road	On match/event days, the lighting from the stadium, including floodlight glow, is likely to be seen above the silhouette of the vegetation in the immediate view. Nevertheless, there are already numerous street lights present within the existing night time view, with further residential and shop lighting in the immediate environs. Although there will be a notable temporary change in lighting conditions, such change will not be incongruous or intrusive within the townscape context.	Medium	Residential /Pedestrians /Cyclists — Moderate adverse: Not significant	No	Section 5 Appendix 17.1
				Vehicular road users — Minor adverse: Not significant		
Operation - Day time non match day	Viewpoint 2. Commercial Road	The steel roof structure of the proposed stadium will form a visible, positive landmark feature in the context of the industrial view to the south west. The ground level elements of the development are likely to be screened throughout the seasons by built form and vegetation in the intervening landscape. The stadium will occupy a small proportion of the overall view available. The stadium will not interrupt any important or valuable views to the south west, but it will curtail some views towards Wirral.	Small	Public Open Space Users /Pedestrians/Cyclists — Minor beneficial: Not significant	No	Section 5 Appendix 17.1
Operation - Day time match day	Viewpoint 2. Commercial Road	The viewpoint location falls within a 30 minute walk to the site and Sandhills train station is also located a short distance to the south west of the viewpoint. This will inevitably lead to a visible increase of vehicles and pedestrians within the locality, most likely seen to the south and east, away from the direction of the stadium. However, the public open space is located adjacent to an existing busy road corridor and the footpath route through the park is already well used. The temporary increase in visible elements within the overall view, although adverse, is not considered to greatly alter the existing view, which does not have any particular elements of high importance or value.	Medium	Public Open Space Users /Pedestrians/Cyclists — Moderate adverse: Not significant	No	Section 5 Appendix 17.1
Operation - Night time non match day	Viewpoint 2. Commercial Road	The proposed development will introduce lighting within an area of lower light conditions. Although there is car park lighting to the immediate south west, these are limited in number in comparison to the proposed lighting provision as part of the development proposals and thus the additional lighting is considered adverse. However, the stadium lighting will be perceptible in a relatively small part of the view and will not greatly alter a view of higher importance or value.	Small	Public Open Space Users /Pedestrians/Cyclists — Minor adverse: Not significant	No	Section 5 Appendix 17.1
Operation - Night time match day	Viewpoint 2. Commercial Road	During matches and events, the stadium lighting emitted from the roof structure will be seen alongside the permanent external lighting within an area of lower lighting conditions. The stadium will form a notable lit feature for relatively short periods of time. There will be a clear additional change in the night time view.	Medium	Public Open Space Users /Pedestrians/Cyclists — Moderate adverse: Not significant	No	Section 5 Appendix 17.1

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PHASE	RECEPTOR(S) AFFECTED	IMPACT	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Operation - Day time non match day	Viewpoint 3. Regent Road	The stadium will be clearly seen above the Regent Road dock wall in the immediate view to the south west. Due to the close proximity of the viewpoint, the stadium will inevitably be a large, contemporary structure in the near industrial landscape and will occupy a relatively large proportion of the view. The restored Hydraulic Engine House (subject to separate listed building consent submissions) will remain a visible feature adjacent to the road corridor, seen above the dock wall. Alterations to the dock wall for access purposes will not be immediately perceptible due to the angle of view along the road corridor. Overall, the stadium will be a positive landmark feature in an otherwise industrial area.	Medium	Pedestrians/Cyclists — Moderate beneficial: Significant Vehicular road users /People at place of work — Moderate beneficial: Not Significant	No	Section 5 Appendix 17.1
Operation - Day time match day	Viewpoint 3. Regent Road	On match and event days it is proposed that Regent Road will be subject to a hard road closure for a temporary time period. During this time there will be a decrease in the presence of vehicles and a marked increase in pedestrian movement as people make their way to the stadium, this will be a temporary detractor in the view. However, this is an inevitable occurrence of matches and events and the groups of people will be seen in the context of the stadium backdrop. Once inside the Regent Road dock wall, within the fan zone, the movement of people and vehicles will not be perceptible in the near view.	Great	Pedestrians/Cyclists — Moderate adverse: Significant Vehicular road users /People at place of work — Moderate adverse: Significant	No	Section 5 Appendix 17.1
Operation - Night time non match day	Viewpoint 3. Regent Road	The lighting associated with the proposed development will be seen to varying degrees relative to the height of the light source. Tall and medium height lighting columns will be seen above the dock wall, as will architectural lighting associated with the Hydraulic Engine House. The relatively dim architectural lighting associated with the stadium will be seen in the central part of the near view. The stadium will introduce additional sources of light into a largely industrial area that typically has low light conditions, but such lighting is only considered marginally brighter than the existing lighting within the site. Due to the number of additional light sources present, the lights are considered a detractor in the view.	Medium	Pedestrians/Cyclists — Moderate adverse: Not Significant Vehicular road users /People at place of work — Moderate adverse: Not Significant	No	Section 5 Appendix 17.1
Operation - Night time match day	Viewpoint 3. Regent Road	The stadium will feature further additional bright light sources (illuminated glazed window in the north stand; illuminated east stand façade etc.) during evening/night time events and matches, for short periods of time, which will be clearly seen as a detractor occupying a large part of the near view. The presence of additional people in the view will also be a detractor.	Great	Pedestrians/Cyclists — Moderate adverse: Significant Vehicular road users /People at place of work — Moderate adverse: Significant	No	Section 5 Appendix 17.1
Operation - Day time non match day	Viewpoint 4. Everton Valley/ St Domingo Road junction	On completion of the construction phase, the northernmost part of the stadium will be seen above the canopy of the vegetation that forms the mid distance view. Even during months of leaf loss the density of the vegetation in the intervening landscape will provide a high degree of screening to the remainder of the stadium. At such distance from the site, the presence of the stadium in the view would be barely perceptible and would occupy a very small part of the view available. The stadium would not interrupt any important distant views towards Wirral. All ground level elements of the proposed development would not be seen.	Negligible	Pedestrians/Cyclists — Minor adverse: Not significant Vehicular road users — Negligible: Not significant	No	Section 5 Appendix 17.1

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PHASE	RECEPTOR(S) AFFECTED	IMPACT	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Operation - Day time match day	Viewpoint 4. Everton Valley/ St Domingo Road junction	On match days and other major events at the stadium, there will be an inevitable increase of vehicular and people movement at the junction. The viewpoint is located within a 30 minute walk from the stadium and so it is likely that there will be additional perceptible movement of pedestrians in the area for a short period of time before and after matches/events (as is the case already with activity associated with Goodison Park and Anfield stadium use). The surrounding roads will not be subject to road closures and parking is restricted and as such there should not be a visual increase in parked vehicles. As the viewpoint location is already a busy urban location, the increase in people and vehicle movements are unlikely to be markedly perceptible during the temporary periods of time.	Small	Pedestrians/Cyclists — Minor adverse: Not significant Vehicular road users — Minor adverse: Not significant	No	Section 5 Appendix 17.1
Operation - Night time non match day	4. Everton Valley/ St Domingo Road junction	The lighting associated with the proposed development will form a very small additional element to an already brightly lit location. The existing highway junction features varying heights of street lighting that provides a high degree of lighting in the immediate location. Light sources in the mid distance and backdrop to the view are also already noticeable, and so the additional lighting to the northern periphery of the stadium will not greatly alter the nature of the night time view.	Negligible	Pedestrians/Cyclists — Minor adverse: Not significant Vehicular road users — Negligible: Not significant	No	Section 5 Appendix 17.1
Operation - Night time match day	Viewpoint 4. Everton Valley/ St Domingo Road junction	The match/event lighting associated with the northern part of the stadium will be partially noticeable from the viewpoint, occurring in the backdrop of the view, occupying a small part of the view available. The additional lighting from inside the stadium (roof structure and north façade) will temporarily be seen in the context of the existing urban street lighting that surrounds the highway junction. The additional lighting is unlikely to greatly alter the experience of the baseline townscape.	Small	Pedestrians/Cyclists — Minor adverse: Not significant Vehicular road users — Minor adverse: Not significant	No	Section 5 Appendix 17.1
Operation - Day time non match day	Viewpoint 5. Blackstone Street	The proposed development will be seen in the direct, channelled view along the road corridor to the west. The stadium will appear at the end of the road, curtailing the view beyond the dock wall towards Wallasey. The development will appear as a large structure in comparison to the smaller industrial units in the immediate view and will be a notable contemporary structure in relation to the older red brick buildings that line the road. The overall level of change in the view will be great.	Great	Pedestrians/Cyclists/ Vehicular road users — Moderate adverse: Not Significant	No	Section 5 Appendix 17.1
Operation - Day time match day	Viewpoint 5. Blackstone Street	The immediately surrounding environs of the viewpoint are proposed to be an area of restricted parking and closures (including Great Howard Street). It is still likely however that there will a large increase in passing traffic before and after matches/events, with visible bus movement, alongside a visible increase in pedestrian movement along the road corridor. This will be seen in the context of an existing busy road junction within an industrial area.	Great	Pedestrians/Cyclists/ Vehicular road users — Moderate adverse: Not Significant	No	Section 5 Appendix 17.1
Operation - Night time non match day	Viewpoint 5. Blackstone Street	The proposed development will introduce a further source of light into the local industrial townscape. The taller light columns within the site will be visible above the dock wall alongside sources of light on the eastern facade of the stadium including the roof structure which is to be back lit. Floodlight glow will also be visible. However, the additional light will be seen in the context of the street lighting within the immediate Wellington Employment Park and lighting within each industrial/commercial unit in the locality.	Medium	Pedestrians/Cyclists/ Vehicular road users — Minor adverse: Not Significant	No	Section 5 Appendix 17.1
Operation - Night time match day	Viewpoint 5. Blackstone Street	It is likely that the night time lighting of the stadium (façade; roof structure; and floodlight glow) will be notable in the immediate view to the west during the temporary time period of matches and events. The scale of change in the view would be major and the nature of the view would be direct and open towards the upper parts of the stadium. The lit stadium is likely to form a prominent landmark feature at the end of the road corridor and the additional increase in people in the view would also be detractor.	Great	Pedestrians/Cyclists /Vehicular road users — Moderate adverse: Not Significant	No	Section 5 Appendix 17.1

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PHASE	RECEPTOR(S) AFFECTED	IMPACT	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Operation - Day time non match day	Viewpoint 6. Boundary Street	The completed stadium will be seen above the rail bridge that passes through the near view. The roof structure will be a notable, modern, landmark element in the direct view along the road, seen within the existing industrial/commercial context of Wellington Employment Park. The stadium will occupy the central part of the view available and would be seen away from the attractive views available along the canal towards the city centre. It is considered that the stadium will form a new recognisable feature at the head of the road and will form a positive feature in the view.	Medium	Pedestrians/Cyclists/Vehicular road users – Minor beneficial: Not significant	No	Section 5 Appendix 17.1
Operation - Day time match day	Viewpoint 6. Boundary Street	Boundary Street is proposed to become a taxi drop off point and an area for coach pick up/drop off and it is likely that pedestrians approaching from the Everton, Walton and Kirkdale residential areas will also use Boundary Street as a direct route to the ground. There will therefore be a visible increase in people movement along the road. A visual increase in vehicle movements may also occur as traffic moves from parking exclusion/restriction zones towards areas where parking is proposed to be allowed to the north, in Kirkdale. This will form a visual detractor in the view and will occupy much of the view available. However, Boundary Street is an existing busy through route and parked cars form an existing visual detractor in the streetscape. The visual increase of people and vehicles on match days will not be greatly detrimental.	Medium	Pedestrians/Cyclists/Vehicular road users – Minor beneficial: Not significant	No	Section 5 Appendix 17.1
Operation - Night time non match day	Viewpoint 6. Boundary Street	The night time lighting associated with the stadium will form a feature in the view, seen as an attractive feature at the head of the road. It is likely that there will be an increase in perceptible light seen at the head of the road, but such light will be seen in the context of the already well lit streetscape. Overall, the level of change is likely to be small.	Small	Pedestrians/Cyclists/Vehicular road users – Minor beneficial: Not significant	No	Section 5 Appendix 17.1
Operation - Night time match day	Viewpoint 6. Boundary Street	During matches and events, it is likely that there will be a perceptible increase in night time light at the head of the road due to lighting seen from the roof structure. This will occur for short periods of time on particular days only. There will also be a notable increase in light sources from vehicles as they pass along the road. The night time vehicle lighting will be seen in the context of the existing street lighting within Wellington Employment Park but it is considered a further decorator in the view.	Medium	Pedestrians/Cyclists/Vehicular road users – Minor adverse: Not significant	No	Section 5 Appendix 17.1
Operation - Day time non match day	Viewpoint 7. Everton Park	The completed stadium will appear as a further structure on the dockside in the vicinity of the existing Port of Liverpool turbines. The stadium will appear smaller in height than the turbines, and similar in height to the Tobacco Warehouse that can be seen to the south of the site. In the context of the panoramic view available from Everton Park, the stadium will occupy a small part of the overall panorama. The stadium will only marginally interrupt the view across the River Mersey to Wirral and will not prevent the appreciation of any features of importance in the wider landscape. The stadium will be a recognisable landmark feature in the view.	Small	Minor beneficial: Not significant- all receptors	No	Section 5 Appendix 17.1
Operation - Day time match day	Viewpoint 7. Everton Park	The view during matches and events will be the same as non match days. The distance from the site prevents any appreciable changes in the view in terms of increased vehicle and people movements.	Small	Minor beneficial: Not significant- all receptors	No	Section 5 Appendix 17.1
Operation - Night time non match day	Viewpoint 7. Everton Park	The lighting associated with the proposed development will be barely appreciable from the viewpoint in the context of the lit townscape in the intervening view. The architectural lighting of the stadium, Hydraulic Engine House, and the respective outdoor spaces may be seen but it would occupy a very small of the view. The lighting will appear within an ordinarily darker part of the view, due to the under used or redundant nature of the immediate docks (to the south of the site). However, the overall view features city centre lighting alongside lighting within the immediate urban area and as such the stadium lighting will not introduce lighting to a dark night time landscape, rather it will contribute to an interesting night time urban view and be an overall positive feature. The lighting will be most notable during winter months when the duration of evening and night time lighting is longer.	Small	Minor beneficial: Not significant - all receptors	No	Section 5 Appendix 17.1
Operation - Night time match day	Viewpoint 7. Everton Park	On match days the light levels omitted from the stadium will be increased for a temporary period of time and the stadium will inevitably appear brighter in the night time view (roof structure lighting and floodlight glow). The stadium will form a recognisable night time feature within an existing urban/industrial landscape and will be most notable during winter months when the duration of required lighting is longer. Overall, it will contribute to an interesting night time urban view and be an overall positive feature.	Small	Minor beneficial: Not significant - all receptors	No	Section 5 Appendix 17.1

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PHASE	RECEPTOR(S) AFFECTED	IMPACT	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Operation - Day time non match day	Viewpoint 8. Bascule Bridge	The proposed development will form a notable new feature in the view, occupying a large part of the direct view available to the north west from Bascule Bridge, particularly when travelling northbound along Regent Road. The steel roof structure will be the most prominent feature of the proposed development, but it will be seen in the context of the industrial dock landscape and thus would not appear incongruous in nature. The Hydraulic Engine House will appear as a separate, legible feature within the site. The stadium as a whole will appear smaller in vertical scale than the adjacent Titanic Hotel, due to distance from the viewpoint. The stadium will not interrupt views or intervisibility with any features of particularly importance; the view to the Victoria Clock Tower will remain open across Collingwood Dock. Overall, although there will be a large degree of change in the view, the development will appear as a positive landmark feature in the near view.	Great	Pedestrians/Cyclists — Moderate beneficial: Significant Vehicular road users — Moderate beneficial: Not Significant	No	Section 5 Appendix 17.1
Operation - Day time match day	Viewpoint 8. Bascule Bridge	During matches and events, there will be a visual perceptible increase in people and vehicle movements within the site. Regent Road in the vicinity of the bridge will be subject to a soft road closure with a visible barrier denoting the hard road closure in place just beyond the Titanic Hotel, to the immediate north of the viewpoint. Consequently, there will be a decrease in visible traffic for a short period of time, with a markedly increased presence of people movement before and after matches and events. This is considered to be a detractor in the view.	Great	Pedestrians/Cyclists — Moderate adverse: Significant Vehicular road users — Moderate adverse: Not Significant	No	Section 5 Appendix 17.1
Operation - Night time non match day	Viewpoint 8. Bascule Bridge	The proposed development will appear relatively dimly lit in the near view. The most visible element will be the proposed column lights along the southern side of the stadium. The stadium will introduce some additional lighting into the view, in part of the view where other light sources are lower in level. The current undeveloped nature of the adjacent Nelson and Collingwood Docks contribute to the perception of an area of low night time light level, but it should be noted that there are existing street lights along Regent Road and the adjacent United Utilities wastewater treatment works are also lit. The Titanic Hotel is also sympathetically lit immediate to east of the viewpoint. Overall, the additional lighting is considered to be a detractor in the immediate view.	Great	Pedestrians/Cyclists — Moderate adverse: Significant Vehicular road users — Moderate adverse: Not Significant	No	Section 5 Appendix 17.1
Operation - Night time match day	8. Bascule Bridge	On match and event days the stadium will be seen to be lit within the roof structure (alongside the external lighting on the southern and eastern facades, (with the southern window fully lit), and external spaces. The overall level of lighting within the site will be increased, occupying a large part of the direct view. The additional lighting is considered to be a detractor in the immediate view.	Great	Pedestrians/Cyclists — Moderate adverse: Significant Vehicular road users — Moderate adverse: Not Significant	No	Section 5 Appendix 17.1
Operation - Day time non match day	Viewpoint 9. Waterloo Road	The proposed stadium will be seen in a relatively small part of the view in a northerly direction, beyond the redundant Trafalgar Dock. The stadium roof structure will be the most visible feature of the development, seen above the security fencing in the immediate view. The stadium will be smaller in vertical height than the existing Port of Liverpool turbines, the blades of which will still be seen beyond the roof structure. The existing brick-built warehouses in the immediate view, including the Tobacco Warehouse, will also appear greater in scale and mass than the proposed stadium. Although the stadium will be a new landmark feature in the view, it will not appear incongruous to the surrounding industrial townscape. The stadium will also not interrupt intervisibility with any features of importance with clear views remaining towards the Victoria Clock Tower.	Small	Pedestrians/Cyclists — Minor beneficial: Not significant Vehicular road users — Minor beneficial: Not significant	No	Section 5 Appendix 17.1
Operation - Day time match day	Viewpoint 9. Waterloo Road	There will be a soft closure of Waterloo Road in the vicinity of the viewpoint on match and event days. During this temporary period of time, there will be a visual absence of vehicle movements with a perceptible increase in people movement. The increase in crowds of people in the vicinity of the stadium is considered to be a temporary detractor in near the view.	Medium	Pedestrians/Cyclists — Moderate adverse: Not significant	No	Section 5 Appendix 17.1

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PHASE	RECEPTOR(S) AFFECTED	IMPACT	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
				Vehicular road users – Minor adverse: Not significant		
Operation - Night time non match day	Viewpoint 9. Waterloo Road	The night time ‘architectural’ lighting associated with the roof structure and southern façade and external area of the stadium will be seen across the currently redundant Trafalgar, Collingwood and Nelson Docks, which are inherently darker than the rest of the surrounding industrial area. It is likely that there will be a perceptible increase in lighting as seen from the viewpoint, but it will be seen alongside street lighting along Waterloo Road / Regent Road and the industrial warehouses and units of Ten Streets, directly east of the viewpoint. Overall, the stadium will be a recognisable landmark feature in the view and would not negatively impact upon views of the industrial view to the north.	Medium	Pedestrians/Cyclists – Moderate beneficial: Not significant Vehicular road users – Minor beneficial: Not significant	No	Section 5 Appendix 17.1
Operation - Night time match day	Viewpoint 9. Waterloo Road	On match days, and during events, the stadium will be visibly lit (roof structure; floodlight glow; and illuminated glazed south stand window) and will form a recognisable landmark feature in the backdrop of the view. There will be an increase in perceptible night time lighting during matches and events, particularly during winter months, but this will be over short periods of time. Overall, the development will form an attractive new feature in the under used industrial view.	Medium	Pedestrians/Cyclists – Moderate beneficial: Not significant Vehicular road users – Minor beneficial: Not significant	No	Section 5 Appendix 17.1
Operation - Day time non match day	Viewpoint 10. Tunnel vent on Waterloo Road	The proposed development will occupy the central part of the distant view along Waterloo Road. It will appear as a landmark feature at the head of the road. The roof structure will be seen above the existing dock wall, beyond the small compound building with in Trafalgar Dock. The vertical scale of the stadium will be less than the existing Port of Liverpool turbines, and thus the turbines will still be seen above the stadium roofline. The stadium will not interrupt any views of importance, and its brick and steel structure will appear in keeping with the surrounding industrial/post industrial locality.	Medium	Pedestrians/Cyclists – Minor beneficial: Not significant Vehicular road users – Minor beneficial: Not significant	No	Section 5 Appendix 17.1
Operation - Day time match day	Viewpoint 10. Tunnel vent on Waterloo Road	The soft closure of Waterloo Road on match/event days will lead to a decrease in visible traffic movements and an increase in pedestrian presence. This will occur for a short duration only. As the stadium appears as a small feature in the view to the north, the presence of pedestrians in the near landscape will be more perceptible than the stadium itself. This is considered to have a detrimental effect upon the nature of the overall view available for a temporary time period.	Medium	Pedestrians/Cyclists – Moderate adverse: Not significant Vehicular road users – Minor adverse: Not significant	No	Section 5 Appendix 17.1
Operation - Night time non match day	Viewpoint 10. Tunnel vent on Waterloo Road	The night time ‘architectural’ lighting associated with the stadium will be seen at relative distance from the viewpoint, in the backdrop to the view, which is generally lower lit due to the absence of built form. However, the additional stadium lighting will be seen in the context of the existing street light columns within the immediate view, and the lighting associated with the adjacent residential apartments, and as such the increase in light from the stadium is not considered to be highly perceptible. Overall, the development will form a new landm ark feature at the head of the road and is considered a positive addition to the view.	Small	Pedestrians/Cyclists – Minor beneficial: Not significant Vehicular road users – Minor beneficial: Not significant	No	Section 5 Appendix 17.1

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PHASE	RECEPTOR(S) AFFECTED	IMPACT	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Operation - Night time match day	Viewpoint 10. Tunnel vent on Waterloo Road	During the short duration periods of match/event days, there will be an increase in light from the roof structure and south stand window, which will form the most perceptible element in the view. However, such lighting will be seen in the context of the existing urban lighting within the immediate townscape. The stadium will form a notable landmark feature in the night time view, but would be seen at distance, occupying a small part of the view available. Overall, the development will form a new landmark feature at the head of the road and is considered a positive addition to the view.	Medium	Pedestrians/Cyclists — Moderate beneficial: Not significant Vehicular road users — Minor beneficial: Not significant	No	Section 5 Appendix 17.1
Operation - Day time non match day	Viewpoint 11. Waterloo Warehouse/Waterloo Road	The stadium, on completion, will appear to occupy the head of road, as a positive landmark feature, beyond the dock wall that lines the route. The stadium will be seen in the context of a much wider view available along the streetscape in which Waterloo Warehouse is the most notable feature. The stadium will appear much smaller in vertical scale from this location than Waterloo Warehouse, Quay Central, and the tunnel vent in the near view, and the existing Port of Liverpool turbines will also remain visible beyond the roof structure. The built structure will appear as a modern landmark element in a view that features the brick built dock wall and Waterloo Warehouse that form part of the tangible fabric of the WHS. The proposed development will create a new recognisable feature that denotes the northerly extent of the WHS.	Medium	Residential /Pedestrians /Cyclists — Moderate beneficial: Not significant Vehicular road users — Minor beneficial: Not significant	No	Section 5 Appendix 17.1
Operation - Day time match day	Viewpoint 11. Waterloo Warehouse/Waterloo Road	Waterloo Road is proposed to be subject to a soft road closure on match days and during events. During this temporary time period, there will be a visual decrease of vehicle movements alongside a likely notable increase in pedestrian movement between the stadium and the city centre. This is likely to form a visual detractor for a short time period.	Medium	Residential /Pedestrians /Cyclists — Moderate adverse: Not significant Vehicular road users — Minor adverse: Not significant	No	Section 5 Appendix 17.1
Operation - Night time non match day	Viewpoint 11. Waterloo Warehouse/Waterloo Road	The stadium 'architectural' lighting will be seen in a northerly direction along Waterloo Road in a part of the view that is currently relatively dark due to the redundant nature of Trafalgar and Nelson Docks. However, Waterloo Road is lit by streetlights and at night the local area is not a dark townscape environment due to its urban/residential nature. The increase in light levels will not be highly perceptible at the viewpoint location. The development will form a positive landmark feature at the head of the road.	Small	Residential /Pedestrians /Cyclists — Minor beneficial: Not significant Vehicular road users — Minor beneficial: Not significant	No	Section 5 Appendix 17.1
Operation - Night time match day	Viewpoint 11. Waterloo Warehouse/Waterloo Road	The stadium will be seen as a lit feature in the backdrop of the view at the northernmost end of the road. The lit roof structure (including southern façade illuminated window) will form a highly recognisable, modern feature in the townscape. However, it will be seen in the context of the lighting associated with the numerous apartments in the near view. The development will form a positive landmark feature at the head of the road.	Medium	Residential /Pedestrians /Cyclists — Moderate beneficial: Not significant Vehicular road users — Minor adverse: Not significant	No	Section 5 Appendix 17.1
Operation - Day time non match day	Viewpoint 12. Great Howard Street/Old Hall Street junction	The proposed development will be barely visible beyond the Tobacco Warehouse and Kingsway tunnel vent in the backdrop to the view, with the view of the stadium limited to the roof structure only. The trees within the Costco car park will provide a high degree of filtering of views towards the development during summer months. From the glimpse view of the stadium available it will appear smaller in vertical height than the Tobacco Warehouse and also smaller than the Port of Liverpool turbines which will remain visible beyond.	Negligible	Negligible: Not significant - all receptors	No	Section 5 Appendix 17.1
Operation - Day time match day	Viewpoint 12. Great Howard Street/Old Hall Street junction	Due to the location of the viewpoint relative to the site, there is likely to be little noticeable change between match days and non match days other than a potential slight perceptible increase in vehicle presence at an already busy junction within the city.	Negligible	Negligible: Not significant - all receptors	No	Section 5 Appendix 17.1

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PHASE	RECEPTOR(S) AFFECTED	IMPACT	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Operation - Night time non match day	Viewpoint 12. Great Howard Street/ Old Hall Street junction	The viewpoint is located at a brightly lit junction with commercial, leisure and residential lighting in the vicinity. Any lighting associated with the proposed development is unlikely to be readily perceptible.	Negligible	Negligible: Not significant - all receptors	No	Section 5 Appendix 17.1
Operation - Night time match day	Viewpoint 12. Great Howard Street/ Old Hall Street junction	See Operation - Night time non match day	Negligible	Negligible: Not significant - all receptors	No	Section 5 Appendix 17.1
Operation — All scenarios	Viewpoint 13. Princes Parade	Although part of the western edge of site can just be seen beyond the Park Central scheme under construction, the built form of the development will be screened by existing buildings. Perceivable change in the view is unlikely.	Negligible	Negligible: Not significant - all receptors	No	Section 5 Appendix 17.1
Operation — All scenarios	Viewpoint 14. Princes Dock	The proposed development will be completely screened from view by the presence of existing built form. No view available for all scenarios.	No change	No effect for all scenarios - all receptors	No	Section 5 Appendix 17.1
Operation - Day time non match day	Viewpoint 15. New Quay	The proposed development will be barely visible beyond the chimney of the MNL factory on Paisley Street and the Kingsway tunnel vent, in the backdrop to the view, limited to the roof structure only. The trees within the Costco car park will provide a high degree of filtering to views during summer months. The stadium, barely visible, will be notably smaller in vertical height than the Port of Liverpool turbines, which will remain visible beyond.	Negligible	Negligible: Not significant for all scenarios - all receptors	No	Section 5 Appendix 17.1
Operation - Day time match day	Viewpoint 15. New Quay	Due to the location of the viewpoint relative to the site, there is likely to be little noticeable change between match days and non match days other than a potential slight perceptible increase in vehicle presence on an already busy road within the city.	Negligible	Negligible: Not significant for all scenarios - all receptors	No	Section 5 Appendix 17.1
Operation - Night time non match day	Viewpoint 15. New Quay	The viewpoint is located within a brightly lit location with commercial, leisure and residential lighting in the vicinity. Any lighting associated with the proposed development is unlikely to be readily perceptible.	Negligible	Negligible: Not significant for all scenarios - all receptors	No	Section 5 Appendix 17.1
Operation - Night time match day	Viewpoint 15. New Quay	See operation - Night time non match day	Negligible	Negligible: Not significant for all scenarios - all receptors	No	Section 5 Appendix 17.1
Operation — All scenarios	Viewpoint 16. Pier Head Ferry Terminal	The proposed development will be completely screened from view by the presence of existing built form. No view available for all scenarios.	No change	No effect - all receptors	No	Section 5 Appendix 17.1
Operation — All scenarios	Viewpoint 17. Georges Pier Head	The proposed development will be completely screened from view by the presence of existing built form. No view available for all scenarios.	No change	No effect for all scenarios - all receptors	No	Section 5 Appendix 17.1
Operation — All scenarios	Viewpoint 18. Pier Head Plaza	The proposed development will be completely screened from view by the presence of existing built form. No view available for all scenarios.	No change	No effect for all scenarios	No	Section 5 Appendix 17.1
Operation — All scenarios	Viewpoint 19. Salthouse Quay	The proposed development will be completely screened from view by the presence of existing built form. No view available for all scenarios.	No change	No effect for all scenarios	No	Section 5 Appendix 17.1
Operation — All scenarios	Viewpoint 20. Albert Dock	The proposed development will be completely screened from view by the presence of existing built form. No view available for all scenarios.	No change	No effect for all scenarios	No	Section 5 Appendix 17.1

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Operation - Day time non match day	Viewpoint 21. Woodside Ferry Terminal	The proposed development will be seen within an industrial context at distance across the River Mersey. The primary view from the ferry terminal is directly east towards the core of the WHS and the most notable buildings of the Three Graces and Albert Dock. The proposed development is seen to the north west, away from the key view across the River, north of the Waterloo Warehouse and modern development at Princes Dock. The vertical scale of the stadium will appear less than the residential block at Park Central (under construction) and the existing Port of Liverpool turbines. The stadium will not interrupt intervisibility of any features of importance, with the Victoria Clock Tower remaining visible to the immediate south west of the development. The development will form a modern, recognisable feature in the panorama across the river, and will denote the northern extent of the WHS.	Small	Minor beneficial: Not significant - all receptors	No	Section 5 Appendix 17.1
Operation - Day time match day	Viewpoint 21. Woodside Ferry Terminal	Match day activity is unlikely to be perceptible from the viewpoint location due to distance. The level of change will be the same as described for the non match day scenario.	Small	Minor beneficial: Not significant - all receptors	No	Section 5 Appendix 17.1
Operation - Night time non match day	Viewpoint 21. Woodside Ferry Terminal	The lighting associated with the proposed development will be seen at distance across the River Mersey, seen in the context of the well lit Liverpool waterfront that forms the primary view from the ferry terminal. The lighting will be seen in a currently darker part of the night time view, but this is not considered to be detrimental to the nature of views available.	Small	Minor beneficial: Not significant - all receptors	No	Section 5 Appendix 17.1
Operation - Night time match day	Viewpoint 21. Woodside Ferry Terminal	The stadium is likely to form a notable feature when fully lit during matches and events, but it will be seen at distance and in the context of the wider waterfront panorama. Overall, the level of change in the view is not considered to be detrimental to the enjoyment of the views experienced from the ferry terminal.	Small	Minor beneficial: Not significant - all receptors	No	Section 5 Appendix 17.1
Operation - Day time non match day	Viewpoint 22. Seacombe Ferry Terminal	The proposed development will be seen across the River Mersey set within a largely industrial landscape directly adjacent to the United Utilities wastewater treatment works and Port of Liverpool Wind Farm. The primary view from the ferry terminal is directly east towards the core of the WHS buildings, namely The Three Graces. The proposed development is seen to the north west, away from the key view across the River, north of the Stanley Dock complex, Waterloo Warehouse and contemporary development at Princes Dock. The vertical scale of the stadium will appear greater than the adjacent United Utilities wastewater treatment works and the Stanley Dock Complex, but it will appear smaller in scale than development at Princes Dock and the existing Port of Liverpool turbines. The stadium will not interrupt intervisibility of any features of importance, with the Victoria Clock Tower remaining visible to the immediate south west of the development. The development will form a modern, recognisable feature in the panoramic view across the river, the shape of the roof structure can be appreciated from this viewpoint location. The development will also denote the northern extent of the WHS.	Medium	Minor beneficial: Not significant - all receptors	No	Section 5 Appendix 17.1
Operation - Day time match day	Viewpoint 22. Seacombe Ferry Terminal	Match day activity is unlikely to be perceptible from the viewpoint location due to distance. The level of change will be the same as described for the non match day scenario.	Medium	Minor beneficial: Not significant - all receptors	No	Section 5 Appendix 17.1
Operation - Night time non match day	Viewpoint 22. Seacombe Ferry Terminal	The night time lighting of the proposed development will be seen at relative distance across the Mersey, seen in a small part of the wider context of the well lit Liverpool waterfront that forms the primary view from the ferry terminal. The lighting will be seen in a currently darker part of the night time view, but this is not considered to be detrimental to the nature of the overall views available.	Small	Minor beneficial: Not significant - all receptors	No	Section 5 Appendix 17.1
Operation - Night time match day	Viewpoint 22. Seacombe Ferry Terminal	The stadium is likely to form a notable lit feature (roof structure; southern façade glazed window; and floodlight glow) in the view during matches and events, but it will be seen at relative distance and in the context of the wider waterfront panoramic view. Overall, the level of change in the view is not considered to be detrimental to the enjoyment of the views experienced from the ferry terminal.	Medium	Minor beneficial: Not significant - all receptors	No	Section 5 Appendix 17.1
Operation - Day time non match day	Viewpoint 23. Wallasey Town Hall	The proposed development will be seen in the direct view across the River Mersey. It will occupy a largely industrial landscape directly adjacent to the wastewater treatment and large grain silos. The development will be seen away from the central core of the WHS buildings and does not interrupt intervisibility with any buildings of importance. The proposed development will also be seen separately to the Stanley Dock complex and Victoria Clock Tower. The vertical scale of the stadium will appear similar to the Tobacco Warehouse, but it will appear smaller in scale than the existing Port of Liverpool turbines. The development will occupy a small part of the panorama available from the promenade adjacent to the Town Hall. Overall, it is considered that the development will form a contemporary, recognisable feature in the panorama across the river, denoting the northern extent of the WHS.	Medium	Moderate beneficial: Not significant - all receptors	No	Section 5 Appendix 17.1

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Operation - Day time match day	Viewpoint 23. Wallasey Town Hall	Match day activity is unlikely to be perceptible from the viewpoint location due to distance. The level of change will be the same as described for the non match day scenario.	Medium	Moderate beneficial: Not significant - all receptors	No	Section 5 Appendix 17.1
Operation - Night time non match day	Viewpoint 23. Wallasey Town Hall	The night time lighting of the proposed development will be seen in the direct and open view across the Mersey, occupying a small part of the panoramic view available. The lighting will be seen in a darker part of the existing night time view, away from the city centre and primary waterfront area, but the introduction of lighting further north within the docks is not considered to have a detrimental impact upon the enjoyment of night time views across the river, rather it forms a new, modern feature to be appreciated.	Medium	Moderate beneficial: Not significant - all receptors	No	Section 5 Appendix 17.1
Operation - Night time match day	Viewpoint 23. Wallasey Town Hall	Additional lighting (roof structure; southern façade illuminated glazed window; and floodlight glow) during matches and events will be seen in the direct view across the river. Although the site is located within a darker part of the industrial landscape in comparison to the city centre and waterfront to the south, the addition of the stadium to the night time view is not considered to be detrimental to the enjoyment of the view across the river.	Medium	Moderate beneficial: Not significant - all receptors	No	Section 5 Appendix 17.1
Operation - Day time non match day	Viewpoint 24. Magazine Promenade	The proposed development will be seen in the direct, open view across the River Mersey. Views will comprise the northern and western facades of the stadium and the western compound and car park. The development will be seen within an industrial context directly adjacent to the wastewater treatment works, large grain silos, and Port of Liverpool wind turbines. The stadium will be viewed adjacent to the Stanley Dock complex but it will not interrupt intervisibility, the Victoria Clock Tower also remains visible. The remaining WHS buildings will be located at distance from the site, with a clear visual separation from the stadium. The vertical scale of the stadium will appear marginally smaller than the Tobacco Warehouse and much smaller than the existing Port of Liverpool turbines. Overall, the proposed development will occupy a small part of the panorama available from the promenade and it is considered that it will form a contemporary, recognisable feature in the landscape denoting the northern extent of the WHS.	Small	Minor beneficial: Not significant - all receptors	No	Section 5 Appendix 17.1
Operation - Day time match day	Viewpoint 24. Magazine Promenade	Match day activity is unlikely to be perceptible from the viewpoint location due to distance. The level of change will be the same as described for the non match day scenario.	Small	Minor beneficial: Not significant - all receptors	No	Section 5 Appendix 17.1
Operation - Night time non match day	Viewpoint 24. Magazine Promenade	The night time lighting of the proposed development will be seen in the direct view occupying a small part of the panorama available. The lighting will increase the extent of night time lighting along the waterfront, but such additional lighting is not considered to have a detrimental impact upon the enjoyment of night time views across the river, rather it will form a new, modern feature to be appreciated.	Medium	Minor beneficial: Not significant - all receptors	No	Section 5 Appendix 17.1
Operation - Night time match day	Viewpoint 24. Magazine Promenade	Additional lighting (roof structure; northern façade illuminated window; and floodlight glow) during matches and events will be seen in the direct, open view across the river. The stadium will be a notable feature in the evening/night time view but this is not considered to be detrimental to the enjoyment of the view across the river.	Small	Minor beneficial: Not significant - all receptors	No	Section 5 Appendix 17.1
Operation - Day time non match day	Viewpoint 25. Fort Perch Rock	The proposed development will be seen in the open and oblique view to the south east of Fort Perch Rock, seen at distance across the River Mersey. The stadium will occupy a small part of the much wider view available and will be viewed in the context of the industrial dockland landscape in the immediate east which forms the primary view across the water. The stadium will appear partially in front of the Tobacco Warehouse and will screen views of the northern Stanley Dock warehouse (Titanic Hotel), but the Tobacco Warehouse will remain a visible feature in the panorama. The vertical scale of the stadium will appear much less than the adjacent turbines, and the massing of the stadium will appear similar to the blue warehouse that occupies the waterfront between the two southernmost turbines. Overall, the proposed development will form a recognisable landmark in the wider view towards Liverpool and will not detrimentally affect the enjoyment the seaside location of Fort Perch Park (New Brighton).	Small	Minor beneficial: Not significant - all receptors	No	Section 5 Appendix 17.1
Operation - Day time match day	Viewpoint 25. Fort Perch Rock	Match day activity is unlikely to be perceptible from the viewpoint location due to distance. The level of change will be the same as described for the non match day scenario.	Small	Minor beneficial: Not significant - all receptors	No	Section 5 Appendix 17.1

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PHASE	RECEPTOR(S) AFFECTED	IMPACT	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Operation - Night time non match day	Viewpoint 25. Fort Perch Rock	The proposed development will introduce a further source of night time lighting to the industrial view across the river. The external stadium lighting will be seen in the context of existing lighting associated with the adjacent Liverpool docks and will also be seen in the context of the existing waterfront lighting further south of the site. Overall, the additional stadium lighting will not negatively affect the night time view from the viewpoint location.	Small	Minor beneficial: Not significant - all receptors	No	Section 5 Appendix 17.1
Operation - Night time match day	Viewpoint 25. Fort Perch Rock	The additional light sources seen during matches and events will be clearly visible in the evening/night time view but this is not considered to be detrimental to the enjoyment of the overall view across the river.	Small	Minor beneficial: Not significant - all receptors	No	Section 5 Appendix 17.1
Operation - Day time non match day	Viewpoint 26. Trafalgar Dock	The proposed stadium will form a prominent new feature in the near view. The western car park with soft landscaping will also be visible beyond the Victoria Clock Tower. The soft landscaping within the fan plaza and along the southern site boundary will also be seen. The stadium will form a positive recognised landmark building seen in the context of the industrial landscape (currently not publicly accessible) in which it is located. The stadium will appear smaller in vertical height than the Victoria Clock Tower to the immediate north of the viewpoint, as well as the existing Port of Liverpool turbines that line the waterfront. The massing of the building will create its presence in the view. The proposed development will interrupt inter-visibility towards the Hydraulic Engine House, however, it should be noted that currently the Engine House does not form a particularly prominent feature in the existing view and is largely screened by the existing warehouse. The Tobacco Warehouse, alongside the other Stanley Dock Warehouses, will remain a notable existing feature in the view to the west. The stadium will define the northern extent of the WHS in the view.	Great	Moderate beneficial: Significant - all receptors	No	Section 5 Appendix 17.1
Operation - Day time match day	Viewpoint 26. Trafalgar Dock	On match and event days there will be a temporary perceptible increase in pedestrian presence and movement around the stadium, with vehicles seen in the western car park within the site. The additional stands, canopies and activities introduced to the fan zone during match days will also be seen alongside the tree planting within the fan plaza. However, the stadium itself will remain the most prominent feature in the view. The development will continue to be a positive feature in the view.	Great	Moderate beneficial: Significant - all receptors	No	Section 5 Appendix 17.1
Operation - Night time non match day	Viewpoint 26. Trafalgar Dock	The proposed development will introduce various sources of night time lighting to the near view, seen across a relatively dark, redundant dock. The external stadium lighting will be seen in the context of lighting from the docks further north of the site, alongside street lighting on Regent Road, and lights associated with the Titanic Hotel. Nevertheless, the proposed development will introduce a notable new source of light within the industrial landscape. However, the development will appear as a positive, modern new landmark in the near view.	Great	Moderate beneficial: Significant - all receptors	No	Section 5 Appendix 17.1
Operation - Night time match day	Viewpoint 26. Trafalgar Dock	On match days, and during evening events, there is likely to be an increase in the number of light sources (roof structure; southern façade illuminated window; floodlight glow) seen from the development for a short period of time. The development will appear as a positive, modern new landmark in the near view.	Great	Moderate beneficial: Significant - all receptors	No	Section 5 Appendix 17.1
Operation - Day time non match day	Viewpoint 27. South-Western edge of Trafalgar Dock	The proposed stadium will form a prominent new feature in the near view. The western car park and associated soft landscaping will also be visible beyond the Victoria Clock Tower. The soft landscaping within the fan plaza and along the southern site boundary will also be seen. The stadium will form a positive recognised landmark building seen in the context of the industrial landscape in which it is located. The stadium will appear marginally smaller in vertical height than the Victoria Clock Tower and will be clearly smaller than the existing Port of Liverpool turbines that line the waterfront. The massing of the building will create its presence in the view. The proposed development will not interrupt inter-visibility towards the Hydraulic Engine House, it will be seen beyond the fan plaza; currently it is screened in part by the existing Bramley-Moore Dock warehouse. The Stanley Dock complex, including the Tobacco Warehouse, will remain a notable existing feature in the view to the west. The stadium will define the northern extent of the WHS in the view.	Great	Moderate beneficial: Significant - all receptors	No	Section 5 Appendix 17.1

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PHASE	RECEPTOR(S) AFFECTED	IMPACT	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Operation - Day time match day	Viewpoint 27. South-Western edge of Trafalgar Dock	On match and event days there will be a temporary perceptible increase in pedestrian activity around the stadium, with potential vehicle movement seen on the western periphery of the site. The additional stands, canopies and activities introduced to the fan zone during match days will also be perceptible across the redundant intervening dock. However, the stadium itself will remain the most prominent feature in the view and will appear as a positive feature in the view.	Great	Moderate beneficial: Significant - all receptors	No	Section 5 Appendix 17.1
Operation - Night time non match day	Viewpoint 27. South-Western edge of Trafalgar Dock	The proposed development will introduce various sources of night time lighting to the near view, seen across a relatively dark, redundant docks. The external stadium lighting will be seen in the context of lighting from the docks further north of the site, alongside street lighting on Regent Road, and lights associated with the Titanic Hotel. The proposed development will introduce a notable new source of light within the industrial landscape but the development will be a positive new feature in the view overall.	Great	Moderate beneficial: Significant - all receptors	No	Section 5 Appendix 17.1
Operation - Night time match day	Viewpoint 27. South-Western edge of Trafalgar Dock	On match days, and during evening events, there is likely to be an increase in the number of light sources (façade, roof structure, glazed south stand window and floodlight glow) seen from the development for a short period of time. However, as the viewpoint is located at such close proximity to the site, the difference between the two scenarios is unlikely to give rise to further notable change.	Great	Moderate beneficial: Significant - all receptors	No	Section 5 Appendix 17.1
Operation - Day time non match day	Viewpoint 28. Alexandra Tower	The proposed stadium will be partially seen beyond the Park Central residential development in the near view, occupying a small part of the overall view available. The vertical scale of the stadium will be less than that of the existing turbines and dock cranes in the backdrop to the view, and it would appear much smaller than the Park Central apartment block. Nevertheless, the western part of the stadium roof structure will form a notable, positive modern element in the industrial landscape to the north.	Small	Minor beneficial: Not significant - all receptors	No	Section 5 Appendix 17.1
Operation - Day time match day	Viewpoint 28. Alexandra Tower	Match day activity is unlikely to be highly perceptible from the viewpoint location due to distance, angle of view and level of interruption in the intervening landscape. Some vehicle and pedestrian movement may be seen on the western periphery of the site. However, overall the level of change will be the same as described for the non match day scenario.	Small	Minor beneficial: Not significant - all receptors	No	Section 5 Appendix 17.1
Operation - Night time non match day	Viewpoint 28. Alexandra Tower	The viewpoint is located within a well-lit location outside of a residential building with a ground floor restaurant. The night time view to the north is partially influenced by residential apartments at Quay Central, with lighting seen in relation to Liverpool docks further north. The proposed development will occupy a small part of the night time view and although the additional lighting will be apparent, the level of change is unlikely to be great. The development will be a positive feature in the night time view.	Small	Minor beneficial: Not significant - all receptors	No	Section 5 Appendix 17.1
Operation - Night time match day	Viewpoint 28. Alexandra Tower	During the short time periods associated with match days and events, the increase in stadium lighting (primarily the south stand glazed window) will form a perceptible feature in the view to the north, partially seen beyond the Park Central development. However, it will be seen in the context of the well lit immediate environs of the restaurant and the residential tower. The development will be a positive feature in the night time view.	Small	Minor beneficial: Not significant - all receptors	No	Section 5 Appendix 17.1
Operation - Day time non match day	Viewpoint 29. Bidston Hill	The proposed development will form a noticeable, positive new landmark feature in the long distance view from the viewpoint but it will be seen in the context of the wider panorama of Liverpool Docks. Whilst the massing of the stadium will appear greater than other built form on the River Mersey waterfront, it is not greater than other buildings within the view and the vertical scale of the development will appear less than other buildings in the vicinity of the site. The proposed development will not interrupt distant views towards the Stanley Dock complex or other notable features within the WHS.	Negligible	Minor beneficial: Not significant - all receptors	No	Section 5 Appendix 17.1
Operation - Day time match day	Viewpoint 29. Bidston Hill	Views during this scenario will be the same as described for non match days due to distance.	Negligible	Minor beneficial: Not significant - all receptors	No	Section 5 Appendix 17.1
Operation - Night time non match day	Viewpoint 29. Bidston Hill	The proposed development will be seen in the context of the well lit Mersey waterfront panoramic view as well as lighting associated with residential areas on rising land beyond the site. Perceptible change in night time lighting is likely and overall the development will be a positive new feature in the night time panorama.	Negligible	Minor beneficial: Not significant - all receptors	No	Section 5 Appendix 17.1

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PHASE	RECEPTOR(S) AFFECTED	IMPACT	MAGNITUDE PRE-MITIGATION	SIGNIFICANCE PRE-MITIGATION	MITIGATION PROPOSED?	FURTHER INFORMATION
Operation - Night time match day	Viewpoint 29. Bidston Hill	Although there will be an increase in night time lighting associated (particularly floodlight glow) with the proposed development for temporary periods of time, due to distance from the site, such an increase in light is unlikely to be highly perceptible. Overall the development will be a positive new feature in the night time panorama.	Negligible	Minor beneficial: Not significant - all receptors	No	Section 5 Appendix 17.1
Operation – All scenarios	Viewpoint 30. Anglican Cathedral	The proposed development will be completely screened from view by the presence of existing built form. No view available for all scenarios.	No change	No effect for all scenarios - all receptors	No	Section 5 Appendix 17.1
Operation – All scenarios	Viewpoint 31. Metropolitan Cathedral of Christ the King	The proposed development will be completely screened from view by the presence of existing built form. No view available for all scenarios.	No change	No effect for all scenarios - all receptors	No	Section 5 Appendix 17.1
Operation - Day time non match day	Viewpoint 32. Holt Hill	The proposed development will occupy a very small part of the much wider view available from the viewpoint location. The view comprises the urban areas of Birkenhead and north Liverpool as well as Liverpool Docks. The interesting and varied roofscape features built form of various age and type and the proposed development will be just seen beyond other existing structures in the view, most notably the Queensway tunnel vent. The roof structure of the proposed stadium will form a new, very small element in the view in comparison to many other existing elements in the view. During winter months, when leaves are absent from the trees in the immediate view, the stadium will be marginally more apparent, but it will still remain a minor element in a much wider panorama. The development will also not interrupt intervisibility towards any features of importance in terms of the WHS.	Negligible	Residential /Pedestrians /Cyclists – Negligible: Not significant Vehicular road users - Negligible: Not significant	No	Section 5 Appendix 17.1
Operation - Day time match day	Viewpoint 32. Holt Hill	Views during this scenario will be the same as described for non match days due to distance.	Negligible	Residential /Pedestrians /Cyclists – Negligible: Not significant Vehicular road users - Negligible: Not significant	No	Section 5 Appendix 17.1
Operation - Night time non match day	Viewpoint 32. Holt Hill	As the proposed development will be barely visible in the day time view, the night time lighting associated with the stadium will also be barely apparent, particularly in the context of the panoramic urban view.	Negligible	Residential /Pedestrians /Cyclists – Negligible: Not significant Vehicular road users - Negligible: Not significant	No	Section 5 Appendix 17.1
Operation - Night time match day	Viewpoint 32. Holt Hill	The lighting associated with evening match days and events may be marginally more apparent than the non match day scenario, but the temporary periods of increased light (primarily floodlight glow) will be seen in the context of the urban view that forms the viewpoint panorama.	Negligible	Residential /Pedestrians /Cyclists – Negligible: Not significant Vehicular road users - Negligible: Not significant	No	Section 5 Appendix 17.1

17.6.3 Proposed Development + Liverpool Waters Scenario

In considering the potential for effects of the proposed development alongside Liverpool Waters, as progressed to August 2020, the effects arising as a consequence of the proposed stadium would not be any greater than the visual effects already assessed with regards to the proposed development. The effects therefore remain in accordance with those reported in Section 17.6 above.

17.6.4 Proposed Development vs Future Baseline

The tables below summarise the findings of the Liverpool Waters LVIA (November 2011 – supporting application ref. 10O/2424) and provides a comparative assessment for all relevant townscape and visual receptors considered within this ES chapter.

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17.6.4.1 Construction Phase

LIVERPOOL WATERS RECEPTOR	SENSITIVITY	RESIDUAL MAGNITUDE	RESIDUAL SIGNIFICANCE OF EFFECTS	THE PEOPLE’S PROJECT BMD RECEPTOR	SENSITIVITY	RESIDUAL MAGNITUDE	RESIDUAL SIGNIFICANCE OF EFFECTS	COMMENT
Regional Landscape Character	Medium	Negligible	Minor Adverse- Neutral (Not significant)	NCA 58: Merseyside Conurbation	Moderate	Negligible	Negligible (Not Significant)	Although the methodology used in the two assessments varies, the overall significance of effect is the same (Not significant)
Liverpool Maritime Mercantile City World Heritage Site (WHS) – Character Area 3 (Stanley Dock Conservation Area)	Very High	Moderate - Slight	Intermediate Adverse (Significant Adverse)	WHS SPD Character Area 3 (Stanley Dock Conservation Area)	High	Great	Major adverse (Significant)	Although the methodology used in the two assessments varies, the overall significance of effect is the same (Significant)
Viewpoint 2 Magazine Parade	High	Slight	Intermediate Minor adverse (Not Significant)	Viewpoint 24 Magazine Promenade	High	Small	Minor adverse (Not Significant)	Although the methodology used in the two assessments varies, the overall significance of effect is the same (Not significant)
Viewpoint 3 Wallasey Town Hall	High	Slight	Intermediate Minor adverse (Not Significant)	Viewpoint 23 Wallasey Town Hall	High	Medium	Moderate adverse (Not Significant)	Although the methodology used in the two assessments varies, the overall significance of effect is the same (Not significant)
Viewpoint 4 – Birkenhead Ferry Landing	High	Slight	Minor Adverse (Not Significant)	Viewpoint 21 – Woodside Ferry Terminal	High	Small	Minor adverse (Not Significant)	Although the methodology used in the two assessments varies, the overall significance of effect is the same (Not significant)
Viewpoint 7 – Hope Street	High	Slight - Negligible	Minor Adverse (Not Significant)	Viewpoint 30 – Anglican Cathedral	High	No change	No effect	The proposed stadium at BMD cannot be seen from the receptor in comparison to Liverpool Waters
Viewpoint 16 – Maritime Museum	High	Moderate	Intermediate Adverse (Significant Adverse)	Viewpoint 18 – Pier Head Plaza	High	No change	No effect	The proposed stadium at BMD cannot be seen from the receptor in comparison to Liverpool Waters
Viewpoint 25 – Everton Park	High	Moderate-Slight	Intermediate Minor Adverse (Not Significant)	Viewpoint 7 – Everton Park	High	Small	Minor adverse (Not Significant)	Although the methodology used in the two assessments varies, the overall significance of effect is the same (Not significant)
Viewpoint 27 -Old Hall Street/King Edward Street	Low	Substantial	Intermediate Minor Adverse (Not Significant)	Viewpoint 12 - Great Howard Street/ Old Hall Street junction	Moderate/Lesser	Negligible	Negligible (Not Significant)	Although the methodology used in the two assessments varies, the overall significance of effect is the same (Not significant)

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17.6.4.2 Operational Phase

LIVERPOOL WATERS RECEPTOR	SENSITIVITY	RESIDUAL MAGNITUDE	RESIDUAL SIGNIFICANCE OF EFFECTS	THE PEOPLE’S PROJECT BMD RECEPTOR	SENSITIVITY	RESIDUAL MAGNITUDE	RESIDUAL SIGNIFICANCE OF EFFECTS	COMMENT
Regional Landscape Character	Medium	Negligible	Minor adverse-Neutral (Not Significant)	NCA 58: Merseyside Conurbation	Moderate	Negligible	Negligible (Not Significant)	Although the methodology used in the two assessments varies, the overall significance of effect is the same (Not significant)
Liverpool Maritime Mercantile City World Heritage Site (WHS) – Character Area 3 (Stanley Dock Conservation Area)	Very High	Substantial	Major beneficial (Significant Beneficial)	WHS SPD Character Area 3 (Stanley Dock Conservation Area)	High	Great	Major beneficial (Significant)	Although the methodology used in the two assessments varies, the overall significance of effect is the same (Significant)
Existing water bodies within the site	Medium	Slight-Moderate	Minor - Intermediate Beneficial (Significant Beneficial)	Bramley-Moore Dock waterbody and associated dock walls	High	Great	Major adverse (Significant)	Although the methodology used in the two assessments varies, the overall significance of effect is the same (Significant)
Viewpoint 2 Magazine Parade	High	Moderate	Intermediate Beneficial (Significant Beneficial)	Viewpoint 24 Magazine Promenade	High	Small	Minor beneficial (Not Significant)	The proposed stadium at BMD occupies a much smaller proportion of the view available from the receptor in comparison to Liverpool Waters
Viewpoint 3 Wallasey Town Hall	High	Moderate	Intermediate Beneficial (Significant Beneficial)	Viewpoint 23 Wallasey Town Hall	High	Medium	Moderate beneficial (Not Significant)	The proposed stadium at BMD occupies a much smaller proportion of the view available from the receptor in comparison to Liverpool Waters
Viewpoint 4 – Birkenhead Ferry Landing	High	Slight	Intermediate Minor Beneficial (Not Significant)	Viewpoint 21 – Woodside Ferry Terminal	High	Small	Minor beneficial (Not Significant)	Although the methodology used in the two assessments varies, the overall significance of effect is the same (Not Significant)
Viewpoint 7 – Hope Street	High	Negligible	Minor Adverse (Not Significant)	Viewpoint 30 – Anglican Cathedral	High	No change	No effect	The proposed stadium at BMD cannot be seen from the receptor in comparison to Liverpool Waters
Viewpoint 16 – Maritime Museum	High	Slight	Intermediate Minor Adverse (Not Significant)	Viewpoint 18 – Pier Head Plaza	High	No change	No effect	The proposed stadium at BMD cannot be seen from the receptor in comparison to Liverpool Waters

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LIVERPOOL WATERS RECEPTOR	SENSITIVITY	RESIDUAL MAGNITUDE	RESIDUAL SIGNIFICANCE OF EFFECTS	THE PEOPLE'S PROJECT BMD RECEPTOR	SENSITIVITY	RESIDUAL MAGNITUDE	RESIDUAL SIGNIFICANCE OF EFFECTS	COMMENT
Viewpoint 25 – Everton Park	High	Moderate-Slight	Intermediate Minor Adverse (Not Significant)	Viewpoint 7 – Everton Park	High	Small	Minor beneficial (Not Significant)	Although the methodology used in the two assessments varies, the overall significance of effect is the same (Not Significant)
Viewpoint 27 -Old Hall Street/King Edward Street	Low	Moderate	Minor Beneficial (Not Significant)	Viewpoint 12 - Great Howard Street/ Old Hall Street junction	Negligible	Negligible (Not Significant)	Negligible	The proposed stadium at BMD occupies a much smaller proportion of the view available from the receptor in comparison to Liverpool Waters

17.7 MITIGATION & ENHANCEMENT MEASURES

No mitigation or enhancement measurements are proposed in relation to the assessments reported in this ES chapter.

17.8 ASSESSMENT POST-MITIGATION

Given that no mitigation or enhancement measures are proposed, the residual effects of the proposed development remain in accordance with the effects reported in Section 17.6 above. All construction phase effects are negligible to major adverse, short-term, direct (townscape) and indirect (townscape and visual), temporary and reversible. All operational phase effects are major beneficial to major adverse, long-term, direct (townscape) and indirect (townscape and visual), permanent and reversible.

17.9 TOWNSCAPE AND VISUAL EFFECTS: INTER-DEVELOPMENT CUMULATIVE SCHEME EFFECTS

CUMULATIVE SCHEME	SCHEME DESCRIPTION	POTENTIAL FOR CUMULATIVE EFFECTS?	CONSIDERED WITHIN ASSESSMENT?
16F/1370 & 17F/2056 Princes Reach, Princes Dock (The Lexington)	35 storey residential block with 325 private rented sector apartments.	The scheme would have the potential to produce cumulative townscape and/or visual effects alongside the current proposals.	Yes
17F/1628 Quay Central Plot C04 and Park Central Plot C06 (Liverpool Waters)	2 residential blocks of 237 PRS apartments with gym, parking and cycle spaces.	The scheme would have the potential to produce cumulative townscape and/or visual effects alongside the current proposals	Yes
15L/2749 Southern Warehouse, Stanley Dock, Regent Road	Conversion of warehouse to 256 bedroom apart hotel, restaurants, assembly/leisure plus car parking.	The scheme would have the potential to produce cumulative townscape and/or visual effects alongside the current proposals	Yes
15F/2438 Tobacco Warehouse, Regent Road	Conversion to create 538 apartments; new 13 floor level of single storey penthouse apartments, public exhibition space, offices & basement car parking.	The scheme would have the potential to produce cumulative townscape and/or visual effects alongside the current proposals	Yes
16F/2252 Fox Street	Conversion of Swainbanks building and redevelop remainder of site with 3 five to six storey buildings to provide a total of 400 student bedrooms with gym, lounge, bistro and leisure facilities	The scheme would have the potential to produce cumulative townscape and/or visual effects alongside the current proposals	Yes
17F/3525 Merseyside Police Force Headquarters, St Anne Street	New 4 storey Police Headquarters and office development with associated 2 storey Annex building,	The scheme would have the potential to produce cumulative townscape and/or visual effects alongside the current proposals	Yes
16F/2755 ‘Aura’. Manfred Street/Erskine Street and corner of Prescot Street and Low Hill.	One building up to 14 storeys with 1,007 student bedrooms, and an 11 storey residential development comprising 142 apartments for key workers.	The scheme would have the potential to produce cumulative townscape and/or visual effects alongside the current proposals	Yes
13F/1599 Royal Liverpool University Hospital, Prescot Street	Redevelopment to provide a hospital and related healthcare facilities comprising core hospital buildings, energy centre, future healthcare buildings.	The scheme would have the potential to produce cumulative townscape and/or visual effects alongside the current proposals	Yes

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CUMULATIVE SCHEME	SCHEME DESCRIPTION	POTENTIAL FOR CUMULATIVE EFFECTS?	CONSIDERED WITHIN ASSESSMENT?
17F/1037Devon House, 33 Devon Street	New part eight, part ten storey building with ground floor retail/commercial use and 208 studio apartments	The scheme would have the potential to produce cumulative townscape and/or visual effects alongside the current proposals	Yes
18F/0347 “Fabric Village”, Gildart Street/ Devon Street	Three residential blocks between 7 and 10 storeys high comprising 419 residential apartments with ground floor retail.	The scheme would have the potential to produce cumulative townscape and/or visual effects alongside the current proposals	Yes
19F/0294 Natex, Norton Street/ Islington Street (former National Coach Station)	Two blocks of student accommodation in two blocks of 10 and 16 storeys, including erection of cycle and bin store (620 beds in total) with ground floor retail units.	The scheme would have the potential to produce cumulative townscape and/or visual effects alongside the current proposals	Yes
18F/1410 LJMU Campus, Copperas Hill	To erect 5 storeyStudent Life building and 2 storeysports building with retail and café.	The scheme would have the potential to produce cumulative townscape and/or visual effects alongside the current proposals	Yes
18F/2751Renshaw Hall, Benson Street	12 storey hotel and 11 storeystudent accommodation with 404 bedrooms	The scheme would have the potential to produce cumulative townscape and/or visual effects alongside the current proposals	Yes
18F/0301The Address at One Wolstenholme Square. 18-24 Seel Street	11 storey block with 200 luxury apartments, spa, pool, and ground floor commercial space.	The scheme would have the potential to produce cumulative townscape and/or visual effects alongside the current proposals	Yes
16F/1826 Strand House, 21 Strand Street	New 16 storey mixed use development comprising 383 apartments with residents’ gym, cinema, roof terrace, and two ground floor commercial units	The scheme would have the potential to produce cumulative townscape and/or visual effects alongside the current proposals	Yes
17F/0340 & 19F/16 11 Infinity, Leeds Street	Three towers of 39, 33 and 27 floors to include 1,002 apartments with ground floor commercial uses	The scheme would have the potential to produce cumulative townscape and/or visual effects alongside the current proposals	Yes
170/3230 and 19RW/1037 Liverpool Cruise Liner Terminal, Princes Dock	New cruise liner terminal and a vehicular link span bridge and pedestrian bridge/ walkways	The scheme would have the potential to produce cumulative townscape and/or visual effects alongside the current proposals	Yes
18F/0216 The Metalworks, Vauxhall Road	Two linked 13/15 storey blocks with 319 apartments, ground floor commercial space, car parking, landscaping and external works	The scheme would have the potential to produce cumulative townscape and/or visual effects alongside the current proposals	Yes
13RW/2633 Blackstock Street/Paul Street	New building of between five and eight storeys comprising 200 flats, together with associated parking and landscaping	The scheme would have the potential to produce cumulative townscape and/or visual effects alongside the current proposals	Yes
16F/3078 “The Tannery”, Bevington Bush/Gardners Row/ Edgar Street	To erect three blocks containing 381 residential units and ground floor commercial unit.	The scheme would have the potential to produce cumulative townscape and/or visual effects alongside the current proposals	Yes
17F/0913Plaza 1821, William Jessop Way	To erect 15 storey residential tower comprising 105 apartments (C3 Use) and two ground floor commercial units (A1/A3/A4 Use) with 26 external car parking spaces and landscaping works.	The scheme would have the potential to produce cumulative townscape and/or visual effects alongside the current proposals	Yes
100/2424 Liverpool Waters (and subsequent approved Non Material Amendment Applications 18NM/2766, 19NM/1121, and 20NM/1801 (submitted but not yet consented))	The comprehensive redevelopment of up to 60 hectares of former dock land comprising a maximum of 305,479sqm office space, 752,675 sqm of residential space accommodating 9,152 homes, 69,735 sqm of hotel and conference facilities, 24,696 sqm comparison retailing, 7,768 sqm convenience retailing, 8,588 sqm financial and professional services, 33,638 sqm cafes and restaurants, 20,210 sqm drinking establishments, 9,764 sqm of non residential institutions, 33,299 sqm assembly and leisure, and public open spaces.	The scheme would have the potential to produce cumulative townscape and/or visual effects alongside the current proposals	Yes
18RW/15 54 William Jessop House, Princes Dock	To erect 6 storey office building with ground floor commercial retail.	The scheme would have the potential to produce cumulative townscape and/or visual effects alongside the current proposals	Yes

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CUMULATIVE SCHEME	SCHEME DESCRIPTION	POTENTIAL FOR CUMULATIVE EFFECTS?	CONSIDERED WITHIN ASSESSMENT?
17F/0874 9-27 Freemasons Row	11 to 15 storey blocks with 656 PRS apartments above ground floor commercial space.	The scheme would have the potential to produce cumulative townscape and/or visual effects alongside the current proposals	Yes
17F/1911 Bevington House, Bevington Bush/Scotland Road	Three 9-17 storey blocks containing 614 apartments with ground floor communal space, gym, commercial unit	The scheme would have the potential to produce cumulative townscape and/or visual effects alongside the current proposals	Yes
16F/2797 "Rose Place", Virgil Street/Great Homer Street	To demolish existing building, erect a 9 storey apartment blocks containing 277 residential units (C3 Use), ground floor communal space with associated access, servicing, car parking and landscaping.	The scheme would have the potential to produce cumulative townscape and/or visual effects alongside the current proposals	Yes
16F/0823 Citipads. Fox Street/St Anne Street	To demolish existing buildings and erect 3 residential blocks ranging from 5 to 8 storeys to accommodate 325 flats with associated parking and landscaping (amended plans).	The scheme would have the potential to produce cumulative townscape and/or visual effects alongside the current proposals	Yes
19F/0454 "Copperas House", Copperas Hill Police Station, Copperas Hill	To demolish former police station and erect 8/9 storey block for student accommodation comprising 34 clusters of 280 bedrooms.	The scheme would have the potential to produce cumulative townscape and/or visual effects alongside the current proposals	Yes
14F/1313 and 17F/2135 and 17F/3094 "Baltic Square", Park Lane, Beckwith Street, Carpenters Row and Cornhill (former Heaps Rice Mill	Conversion of former mill into 138 apartments; to redevelop adjacent land with three blocks, 10, 11 and 14 storeys with 194 PRS apartments and 200 serviced apartments, together with commercial floorspace.	The scheme would have the potential to produce cumulative townscape and/or visual effects alongside the current proposals	Yes
14F/1305 and 17F/2768 One Park Lane. Park Lane, Pownall Street, Liver Street and Beckwith Street	Two new 10 to 20 storey buildings with 266 apartments, four commercial units, gymnasium, cafes, basement parking	The scheme would have the potential to produce cumulative townscape and/or visual effects alongside the current proposals	Yes
B103 30-36 Pall Mall	Part 10/part 22 storey tower with 336 apartments and ground floor commercial units	The scheme would have the potential to produce cumulative townscape and/or visual effects alongside the current proposals	Yes
19F/1789 Pall Mall Exchange, Phase 1, Pall Mall/Tithebarn Street/Bixteth Street	Full application for the erection of an eight storey office building with ground floor commercial uses; public open space; and, Outline application for new hotel and two office buildings also with commercial uses at ground floor; basement parking and public open space.	The scheme would have the potential to produce cumulative townscape and/or visual effects alongside the current proposals	Yes
20RM/0476	Reserved Matters application for hotel (284 bedrooms) following outline planning		
OUT/09/06509 (Wirral MBC) Wirral Waters	Demolition of existing buildings and the creation of a new city neighbourhood at East Float, including a series of new urban quarters (Northbank West, Marina View & Four Bridges, Vittoria Studios and SkyCity & The Point), consisting of a maximum of 1 3,521 residential units (Class C3 Use), a maximum of 422,757sq m office and research and development floorspace (Class B1), a maximum of 60,000sq m retail uses (Classes A1 A5), a maximum of 38,000sq m hotel and conference facilities (Class C1) a maximum of 100,000 sq m of culture, education, leisure, community and amenity floorspace (Classes D1 and D2), together with the provision of car and cycle parking, structural landscaping, formation of public	The scheme would have the potential to produce cumulative townscape and/or visual effects alongside the current proposals	Yes

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CUMULATIVE SCHEME	SCHEME DESCRIPTION	POTENTIAL FOR CUMULATIVE EFFECTS?	CONSIDERED WITHIN ASSESSMENT?
	spaces and associated infrastructure and public realm work s and including retention of and conversion works to Grade II Listed Hydraulic Tower. Within this overall maxima permission is now sought for flexible use under the GPDO Part 3 Class E for 48,500 sq m of floorspace (reduced from 485,000 sq m) to be used fo r office and research and development floorspace (Class B1), retail uses (Class A1 retail, Class A2 Financial & Professional Services, Class A3 restaurants and cafes, Class A4 bars and Class A5 hot food takeaways), hotel and conference facilities (Class C1), culture, education, leisure, community and amenity floorspace (Classes D1 and D2). The application remains submitted in outline with all detailed matters reserved for subsequent approval. (amended description).		
18F/3231, 18L/3232 and 19DIS/1988 Isle of Man Ferry Terminal, West Waterloo Dock	To construct new Ferry Terminal for the Isle Of Man Government to replace existing ferry landing stage located at Pier Head with associated ancillary structures and associated marine equipment and works on land at Princes Half-Tide Dock with associated servicing and delivery via planned link road from Waterloo Road.	The scheme would have the potential to produce cumulative townscape and/or visual effects alongside the current proposals	Yes
	To erect 10 storey hotel (C1) including lobby, bar, cafe, restaurant, business suite at ground floor level, plant enclosure at roof level, visitor and coach parking, taxi pick up and drop o ff point, hard and soft landscaping.	The scheme would have the potential to produce cumulative townscape and/or visual effects alongside the current proposals	Yes
19F/1038 Plot 11, Land Off Princes Road, Princes Dock Liverpool (Cruise Liner Hotel)			
18F/3247 Plot C02, West Waterloo Dock, Liverpool Waters (Determination of Planning Application Pending)	Residential development comprising 538 units (Use Class C3) and ground floor commercial space (Use Classes A1, A3 or A4) in four blocks, 10 storeys in height, with associated partial dock infill of West Waterloo Dock, access, parking, servicing, soft and hard landscaping and public open space including a floating timber jetty and dockside walkway.	The scheme would have the potential to produce cumulative townscape and/or visual effects alongside the current proposals	Yes
19F/1290 Waterloo Road/Paisley Street/Greenock Street	To demolish existing building and erect 17 storey building comprising 140 residential units with associated mezzanine, residents lounge and gym, basement car park, and ground/mezzanine floor commercial unit.	The scheme would have the potential to produce cumulative townscape and/or visual effects alongside the current proposals	Yes
18F/1035 Naylor Street, Phase 1 — St Bartholomew Road/Paul Street/Naylor Street	3 buildings from 6 to 11 storeys containing 240 residential apartments in a mix of studios, 1 and 2 bedrooms, car parking and lower ground/ground floor mixed commercial uses	The scheme would have the potential to produce cumulative townscape and/or visual effects alongside the current proposals	Yes
18F/0417 Whittle Street/Kirkdale Road	To demolish existing building and erect mixed-use part 6/part 5 storey building creating 177 residential apartments, commercial space, residents’ gym, lounge and parking.	The scheme would have the potential to produce cumulative townscape and/or visual effects alongside the current proposals	Yes
20F/1203 Vacant Land, Plot A06 William Jessop Way Princes Dock Liverpool L3 1QP (Hive City Docks)	To erect residential tower (C3) consisting of 278 apartments, ground floor commercial (A1/A3/A4), residential amenity areas, cycle and vehicle parking with associated hard and soft landscaping	The scheme would have the potential to produce cumulative townscape and/or visual effects alongside the current proposals	Yes

TOWNSCAPE AND VISUAL

CUMULATIVE SCHEME	SCHEME DESCRIPTION	POTENTIAL FOR CUMULATIVE EFFECTS?	CONSIDERED WITHIN ASSESSMENT?
20F/0217 'Bramley Hotel' Land bounded by Blackstone Street, Fulton Street and Regent Road Liverpool 5	Demolition and re development of site to provide 9 storey hotel with 9 storey multi storey car park with associated access and servicing.	The scheme would have the potential to produce cumulative townscape and/or visual effects alongside the current proposals	Yes
200/0997 Goodison Park, Goodison Lane	To demolish existing buildings and redevelop the site for a mix of uses, comprising residential units (Use Class C3); residential institution (Use Class C2); shops (Use Class A1); financial & professional services (Use Class A2); food and drink use (Use Class A3); drinking establishments (Use Class A4); hot food takeaways (Use Class A5); business use (Use Class B1); non-residential institutions (Use Class D1); and open space, with associated access, servicing, parking and landscaping. (Outline application with all matters (Access, Appearance, Landscaping, Layout and Scale) reserved)	The scheme would have the potential to produce cumulative townscape and/or visual effects alongside the current proposals	Yes
20F/1947 Lightbody Street (Torus Homes)	To erect 210 residential units on land at on the junction of Lightbody Street and Great Howard Street (Full application)	The scheme would have the potential to produce cumulative townscape and/or visual effects alongside the current proposals	Yes
20NM/1801 Liverpool Waters NMA	Non-material amendment to LW outline consent –adjusting boundary of parcel 3a/3b, re-orientate plot C01 and reducing heights of plot C01 from 12m and 44m, down to a single 11.3m to respond to the approved height of the commenced Isle of Man Ferry Terminal.	The scheme would have the potential to produce cumulative townscape and/or visual effects alongside the current proposals	Yes
"The Northern Quarter", Leeds Street/Vauxhall Road/Pumpfields Road	Redevelopment with 5 blocks from 4 to 12 storeys containing 914 flats with ground floor commercial space	The scheme could have the potential to produce cumulative townscape and/or visual effects alongside the current proposals but as the scheme is at pre application stage no development details are known.	No
"Ten Streets", east of Regent Road	Comprehensive redevelopment with mixed uses including digital and creative industries as part of a Cultural Enterprise Hub, residential, hotels and leisure (9.84ha)	The scheme could have the potential to produce cumulative townscape and/or visual effects alongside the current proposals but as the scheme is at pre application stage no development details are known.	No
Mount Pleasant Car Park, Mount Pleasant/Brownlow Hill/May St	Potential mixed-use development incorporating educational uses, leisure, public exhibition space, offices, digital and creative industries, medical research institutions, hotels, residential and student accommodation (1.2ha)	The scheme could have the potential to produce cumulative townscape and/or visual effects alongside the current proposals but as the scheme is at pre application stage no development details are known.	No
Former ABC Cinema, Lime Street	Conversion to 1,500 seat venue and TV studio	The scheme could have the potential to produce cumulative townscape and/or visual effects alongside the current proposals but as the scheme is at pre application stage no development details are known.	No
"Ovatus 2", Leeds Street/Old Hall St	New 48 storey residential tower with 530 apartments	The scheme could have the potential to produce cumulative townscape and/or visual effects alongside the current proposals but as the scheme is at pre application stage no development details are known.	No

TOWNSCAPE AND VISUAL

PHASE	RECEPTOR	POTENTIAL CUMULATIVE EFFECT	ADDITIONAL MITIGATION	CUMULATIVE RESIDUAL EFFECT					
				SIGNIFICANCE	ADV/BEN	ST/MT/LT	D/IND	P/T	R/IRR
Operation	Identified features within the site	The adjacent Liverpool Waters scheme, the proposed Bramley Hotel and the Lightbody Street development will not indirectly affect the identified features within the site. Existing features such as the Regent Road dock wall and the Hydraulic Engine House will remain tangible and legible features of the site. It is noted that there is the potential for further openings to be created within the Regent Road Dock Wall as part of the future Liverpool Waters development. However, as the number, location and appearance of the openings are unknown at the time of undertaking the TVIA, no further assessment is provided.	None required	Negligible/No change	-	LT	D	P	R
Operation	National Character Area 58: Merseyside Conurbation	The combination of the proposed development alongside Liverpool Waters and all of the other cumulative schemes present within the local townscape context will result in a high degree of overall change but such change would be brought about by the combination of the other cumulative schemes rather than the proposed development. Such change would occur regardless of the presence of the proposed development. The change will occur at the site and immediate context level and in the context of the national character area as a whole. The magnitude of change brought about by the proposed development would be negligible resulting in a negligible effect that is not significant.	None required	Negligible: Not significant	-	LT	IND	P	R
Operation	The Waterfront and Its Fringes City Centre Character Area	At the local level, the townscape character of The Waterfront and Its Fringes, which is a large, linear parcel of land that covers the entire waterfront of Liverpool, would be altered by the combination of the proposed development at the northern extent of the Liverpool Waters scheme alongside the other cumulative schemes. However, such change would occur regardless of the presence of the proposed development. The proposed development would become a further addition to the northern docks of Liverpool Waters and would be a positive, modern, landmark structure located adjacent to other modern built elements. The Bramley Hotel will be located directly adjacent to the northern extent of the character area and would be appreciated as part of the wider urban renewal of the local townscape, as would the proposed development on Lightbody Street. The change within the character area would occur at the immediate site context level and wouldn't be perceived from the majority of the character area due to its densely built up nature. The addition of the proposed development to the local townscape would give rise to a negligible magnitude of change resulting in a minor beneficial effect that is not significant.	None required	Minor beneficial: Not significant	-	LT	IND	P	R
Operation	Main Office Area City Centre Character Area	The character of the townscape to the south of the site will be inevitably altered by the Liverpool Waters development as it is progressively built out, and other development on the northern periphery of the city centre. The regeneration of this area is considered positive in terms of wider townscape character. Once the Liverpool Waters scheme is complete, there will be a high degree of interruption between the site and the townscape area to the south. The proposed development is unlikely to be very noticeable given the presence of the future Liverpool Waters development. The cumulative magnitude of change would be negligible resulting in no greater than a negligible effect upon the Main Office Area.	None required	Negligible: Not significant	-	LT	IND	P	R

TOWNSCAPE AND VISUAL

PHASE	RECEPTOR	POTENTIAL CUMULATIVE EFFECT	ADDITIONAL MITIGATION	CUMULATIVE RESIDUAL EFFECT					
				SIGNIFICANCE	ADV/BEN	ST/MT/LT	D/IND	P/T	R/IRR
Operation	WHS SPD Character Area 3 - Stanley Dock Conservation Area	The townscape character of Character Area 3 - Stanley Dock Conservation Area, in which the site is located, will be altered by the Liverpool Waters scheme as it is progressed within the docks outside of, but immediately adjacent to, the character area. The smaller scale Bramley Hotel development will also contribute to a noticeable, but limited change in the townscape to the east. The Lightbody Street development would be located to the east of the Conservation Area within a largely light industrial townscape setting with change limited to the immediate environs of the scheme. All other cumulative development is located at distance from the site in comparison to Liverpool Waters. The redundant and under used docks of the Liverpool Waters site will increasingly become a modern dockside development with associated open spaces and dockside/riverside walk. The Bramley Hotel and Lightbody Street scheme will also further contribute to the modern aesthetic of the townscape beyond the character area. The combination of the proposed stadium with Liverpool Waters, at the northern extent of the 'northern docks', would be perceived as a change to townscape character as Liverpool Waters is progressed however, such change would occur over a long period of time. The built form of the proposed stadium and surrounding plaza and dockside spaces will appear as a modern interpretation of the existing historical maritime vernacular and will be a positive feature in the immediate townscape setting. The change in townscape character will be brought about by the progressing Liverpool Waters scheme rather than the proposed development and the Bramley Hotel and the more distant Lightbody Street development. Such change will be limited to the site and its immediate context. The magnitude of change would be no greater than small giving rise to a moderate beneficial effect that is not significant.	None required	Moderate beneficial: Not significant	BEN	LT	IND	P	R
Operation	WHS SPD Character Area 4 - Castle Street Conservation Area	The character of the townscape to the south of the site will be inevitably altered by the Liverpool Waters development as it is progressively built out. The regeneration of this area is considered positive in terms of wider townscape character. Once the Liverpool Waters scheme is complete, there will be a high degree of interruption between the site and the townscape area to the south. The proposed development, alongside Bramley Hotel and the Lightbody Street development, are unlikely to be very noticeable given the presence of the future Liverpool Waters development. The cumulative magnitude of change would be negligible resulting in no greater than a minor beneficial effect.	None required	Minor beneficial: Not significant	BEN	LT	IND	P	R
Operation	Residential Docks Character Area	The character of the townscape to the south of the site will be inevitably altered by the Liverpool Waters development as it is progressively built out. The regeneration of this area is considered positive in terms of wider townscape character. Once the Liverpool Waters scheme is complete, there will be a high degree of interruption between the site and the townscape area to the south. The proposed development is unlikely to be very noticeable given the presence of the future Liverpool Waters development. The cumulative magnitude of change would be negligible resulting in no greater than a negligible effect upon the Residential Docks.	None required	Negligible: Not significant	-	LT	IND	P	R
Operation	Industrial Docks Character Area	The character of the townscape of the Industrial Docks area to the north of the site will not be greatly altered by the proposed development in addition to the Liverpool Waters scheme and the Bramley Hotel and Lightbody Street schemes. The proposed stadium would form the most notable feature in the local townscape setting as it will be the closest building to the Industrial Docks character area, and its overall height would limit the full appreciation of the built form of Liverpool Waters beyond. The Bramley Hotel will also be appreciable from within the southern part of the character area but would appear as a smaller built element in comparison to the proposed stadium. The location of the Lightbody Street development, within an already light industrial townscape, would be less appreciable. Overall, the change will occur at the immediate context level. The cumulative magnitude of change upon the Industrial Docks would be no greater than small resulting in a negligible effect that is not significant.	None required	Negligible: Not significant	-	LT	IND	P	R

TOWNSCAPE AND VISUAL

PHASE	RECEPTOR	POTENTIAL CUMULATIVE EFFECT	ADDITIONAL MITIGATION	CUMULATIVE RESIDUAL EFFECT					
				SIGNIFICANCE	ADV/BEN	ST/MT/LT	D/IND	P/T	R/IRR
Operation	Ten Streets and Wellington Park Character Area	Similarly, the townscape character of the Ten Streets and Wellington Park character area to the east and north east of the site, within which the proposed Bramley Hotel and Lightbody Street schemes are located, would be altered by the presence of the proposed development in combination with the hotel and the Liverpool Waters scheme, plus other cumulative developments within the study area. The proposed Bramley Hotel and Lightbody Street schemes would directly alter the townscape of their immediate vicinity, creating urban renewal within otherwise under used, industrial areas. There will be a noticeable change in townscape character as both schemes would introduce taller buildings immediately adjacent to the roadside, but such change in townscape character would only be appreciable within the immediate vicinity due to the dense nature of built form in the area and presence of other taller structures within the industrial backdrop. The combination of the hotel, Lightbody Street scheme, and the proposed stadium within the same locality will change the character of the underlying immediate area and its setting, but they will be appreciated as separate entities. The proposed stadium would be set back away from Regent Road, beyond the dock wall, maintaining the presence of the wall within the street scene. The Lightbody Street scheme would be appreciated in a differing part of the character area, away from the proposed stadium and the proposed hotel. Although the proposed development and the Bramley Hotel would bring about noticeable change to a small part of the character area and its setting, it is the Liverpool Waters development that would progressively change the landscape setting of the Ten Streets and Wellington Park area through the introduction of further office/residential apartment blocks rather than the proposed development in combination with the hotel and proposed residential development off Lightbody Street. The change would occur at the immediate context level. The cumulative magnitude of change would be no greater than small resulting in a negligible effect that is not significant.	None required	Negligible: Not significant	-	LT	IND	P	R
Operation	Vauxhall Residential Character Area	In terms of cumulative townscape effects upon the residential character area of Vauxhall, the combination of the proposed development alongside Liverpool Waters, the Bramley Hotel, the Lightbody Street scheme, and the other cumulative schemes would give rise to perceptible changes in overall townscape setting. The Lightbody Street development would be notable from the north western edge of the character area. However, it would be the Liverpool Waters development and schemes around Pall Mall that would also bring about notable change; the proposed development in combination with Bramley Hotel. The proposed development would denote the northern extent of the regeneration of the dockland area, alongside the Bramley Hotel, and would signify the northern extent of the WHS. The modern yet sympathetic to its surroundings aesthetic of the proposed development is considered to be positive in terms of enhancing the wider character of these residential areas. The cumulative magnitude of change would be no greater than medium resulting in a minor effect that is not significant.	None required	Minor beneficial: Not significant	-	LT	IND	P	R

TOWNSCAPE AND VISUAL

PHASE	RECEPTOR	POTENTIAL CUMULATIVE EFFECT	ADDITIONAL MITIGATION	CUMULATIVE RESIDUAL EFFECT					
				SIGNIFICANCE	ADV/BEN	ST/MT/LT	D/IND	P/T	R/IRR
Operation	Kirkdale Residential Character Area	In terms of cumulative townscape effects upon the residential area of Kirkdale, the combination of the proposed development alongside Liverpool Waters, the Bramley Hotel, the Lightbody Street scheme, and the other cumulative schemes would not give rise to any highly perceptible changes in overall townscape setting. All of the considered cumulative schemes are located at sufficient distance from the character area not to result in any notable changes to immediate townscape setting. The proposed development would denote the northern extent of the regeneration of the dockland area, alongside the hotel, and would signify the northern extent of the WHS. Modern yet sympathetic to its surroundings aesthetic, the proposed development is considered to be positive in terms of enhancing the wider character of these residential areas. The cumulative magnitude of change would be no greater than small resulting in a negligible effect that is not significant.	None required	Negligible: Not significant	-	LT	IND	P	R
Operation	Everton Residential Character Area	In relation to cumulative townscape effects upon the residential area of Everton, the combination of the proposed development alongside Liverpool Waters, Bramley Hotel, Lightbody Street, and the other cumulative schemes would not give rise to any further highly perceptible changes in overall townscape setting due to the relative distance from the concentration of development within the northern docks and surrounding the city centre. The cumulative magnitude of change would be no greater than small resulting in a negligible effect that is not significant.	None required	Negligible: Not significant	-	LT	IND	P	R
Operation	Viewpoint 3. Regent Road	The Liverpool Waters scheme is located at distance from the viewpoint and is partially screened from view by the existing built form in the near townscape and as such the majority of Liverpool Waters would not be seen. Further development on the periphery of the city centre would also not be seen. The Bramley Hotel would also not been seen from the viewpoint location but would be noticeable from the opposite side of Regent Street as a further new build element in the streetscene. The proposed development would form the most prominent new element in the view with Liverpool Waters and the Bramley Hotel seen as a smaller additional feature in the wider view. Where Liverpool Waters is visible in the backdrop of the view, it is seen in the context of the existing industrial view and would not screen views of any important townscape features and as such is considered a positive feature in the view alongside the landmark stadium development. Such views would occur at the local context level. The cumulative magnitude of change would be small and there would be a minor beneficial visual effect which is not significant.	None required	Minor beneficial: Not significant	BEN	LT	IND	P	R
Operation	Viewpoint 5. Blackstone Street	From Viewpoint 5, a large proportion of Liverpool Waters is screened by built form in the immediate view, with the distant taller tower blocks seen beyond the context of the industrial/commercial locality. Other developments on the periphery of the city centre would also be mostly screened by built form in the immediate view. The proposed development will be a highly visible new element in the view but its presence would be tempered by the appearance of the Bramley Hotel in front of the stadium, as seen from both viewpoints. The scale of the cumulative change in the view would be medium in relation to Viewpoint 5, experienced at the local level, giving rise to a moderate effect that is not considered significant as the change does not fundamentally alter the nature of the underlying townscape.	None required	Minor beneficial: Not significant	BEN	LT	IND	P	R

TOWNSCAPE AND VISUAL

PHASE	RECEPTOR	POTENTIAL CUMULATIVE EFFECT	ADDITIONAL MITIGATION	CUMULATIVE RESIDUAL EFFECT					
				SIGNIFICANCE	ADV/BEN	ST/MT/LT	D/IND	P/T	R/IRR
Operation	Viewpoint 6. Boundary Street	The Liverpool Waters development would be seen in the view to the south west, away from the site. The areas of the Liverpool Waters development located directly adjacent to the site, and the proposed development on Lightbody Street, would not be readily seen due to the screening effects provided by existing built form in the view and therefore the proposed stadium would remain the key landmark feature in the view to the west. However, the presence of the Bramley Hotel would partially screen the northern part of the stadium and the hotel would form a noticeable additional element in the view along the road. A number of other schemes would be seen in the view along the canal towards the city centre, away from the proposed development and the hotel. The combination of the stadium in the view with the Liverpool Waters development and Bramley Hotel would extend the presence of large scale built form northwards in the townscape, but as a whole the overall development would not appear out of scale or out of context within the baseline view. The scale of change in the overall view would be medium, experienced at the local level. The cumulative magnitude of change is assessed as medium and the degree of the effect is moderate beneficial and not significant.	None required	Moderate beneficial: Not significant	BEN	LT	IND	P	R
Operation	Viewpoint 7. Everton Park	The open and panoramic view incorporates Liverpool city centre and all of the northern docks and therefore the consented Liverpool Waters and Wirral Waters developments and all of the consented and approved developments surrounding the city centre can be seen alongside the proposed development. The proposed developments within the city centre and adjacent to the site would also be seen. The combination of the landmark stadium development in the view alongside Liverpool Waters would extend the presence of large scale built form northwards in the view, but it would not appear out of scale or out of context with the urban and industrial baseline view. The proposed stadium would occupy the undeveloped gap between Liverpool Waters and the proposed Lightbody Street scheme, and the Bramley Hotel rather than introducing separate development elsewhere in the view. Overall, it would be the Liverpool Waters and city centre developments that would bring about the greater degree of change in the view rather than the proposed development. The scale of the cumulative change in the view would be small and so the magnitude of change would also be small. The degree of the effect would be minor beneficial and not significant.	None required	Minor beneficial: Not significant	BEN	LT	IND	P	R
Operation	Viewpoint 8. Basculle Bridge	The Liverpool Waters development would completely screen the view towards the proposed development. There would be no cumulative visual effect as a result of the combination of the proposed development alongside Liverpool Waters, Bramley Hotel, and other cumulative schemes. Any cumulative effects would be brought about by other development in the wider view.	None required	No effect	-	LT	IND	P	R
Operation	Viewpoint 9. Waterloo Road	The Liverpool Waters development would completely screen the view towards the proposed development. There would be no cumulative visual effect as a result of the combination of the proposed development alongside Liverpool Waters, Bramley Hotel, and other cumulative schemes. Any cumulative effects would be brought about by other development in the wider view.	None required	No effect	-	LT	IND	P	R

TOWNSCAPE AND VISUAL

PHASE	RECEPTOR	POTENTIAL CUMULATIVE EFFECT	ADDITIONAL MITIGATION	CUMULATIVE RESIDUAL EFFECT					
				SIGNIFICANCE	ADV/BEN	ST/MT/LT	D/IND	P/T	R/IRR
Operation	Viewpoint 23. Wallasey Town Hall	In longer distance views from the Wirral, the combination of the proposed development alongside Liverpool Waters and other tall building development within and surrounding Liverpool city centre would give rise to a medium level of change in the view, as seen from the extent of the peninsula waterfront. However, such change would be brought about by the presence of the other schemes within the view rather the proposed development. The proposed stadium would only marginally increase the presence of modern development northwards along the Liverpool dockside, and it would appear in the context of other contemporary development of similar scale and massing. The proposed stadium would appear as a positive landmark feature in the view across the River Mersey but it would also be partially obscured by the Liverpool Waters 'northern docks' development. The magnitude of change would be medium and there would be a moderate beneficial visual effect which is not significant. Such effects would occur regardless of the presence of the proposed development in the view.	None required	Moderate beneficial: Not significant	BEN	LT	IND	P	R
Operation	Viewpoint 24. Magazine Promenade	In longer distance views from the Wirral, the combination of the proposed development alongside Liverpool Waters and other tall building development within and surrounding Liverpool city centre would give rise to a medium level of change in the view, as seen from the extent of the peninsula waterfront. However, such change would be brought about by the presence of the other schemes within the view rather the proposed development. The proposed stadium would only marginally increase the presence of modern development northwards along the Liverpool dockside, and it would appear as a positive landmark feature in the context of other contemporary development of similar scale and massing. The magnitude of change would be medium and there would be a moderate beneficial visual effect which is not significant. Such effects would occur regardless of the presence of the proposed development in the view.	None required	Moderate beneficial: Not significant	BEN	LT	IND	P	R
Operation	Viewpoint 27. South- Western edge of Trafalgar Dock	The Liverpool Waters development would completely screen the view towards the proposed development. There would be no cumulative visual effect as a result of the combination of the proposed development alongside Liverpool Waters and other cumulative schemes. Any cumulative effects would be brought about by other development in the wider view.	None required	No effect	-	LT	IND	P	R
Key: ADV/BEN = Adverse/Beneficial; ST/MT/LT = Short-term/Medium-term/Long-term; D/IND = Direct/Indirect; P/T = Permanent/Temporary; R/IRR = Reversible/Irreversible									

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