

## 17. Townscape and Visual

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## **Appendix 17.1**

# **TOWNSCAPE AND VISUAL IMPACT ASSESSMENT**



# **The People's Project**

## Townscape and Visual Impact Assessment

August 2020

Prepared on behalf of Everton Stadium Development Limited

## Document control

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## 1.0 Introduction

- 1.1.1 WYG is instructed by Everton Stadium Development Limited (hereafter 'Everton' or 'the Club') to prepare this Townscape and Visual Assessment (TVIA) which relates to an application for Full Planning Permission for the development of a 52,888 seated capacity stadium with associated facilities and infrastructure at Bramley-Moore Dock, Liverpool.
- 1.1.2 A full planning application was submitted to Liverpool City Council ('LCC') in December 2019 (LPA application reference 20F/0001) and has been subject to statutory consultation. Following the consultation process, Everton has sought to make design changes to the submitted scheme in response to feedback. A detailed description of the revised development is provided in Chapter 3 of Volume II of the Environmental Statement and the Planning Statement which both accompany the revised planning application submission. The design changes are also summarised in more detail in the revised Design & Access Statement ('DAS') prepared by Pattern Architects.
- 1.1.3 Due to the relevance and scale of the proposed development amendments (including amendments to the construction methodology), and the addition of new cumulative schemes, a full new technical assessment has been undertaken in relation to potential Townscape and Visual effects. The relevant assessment information is presented within this appendix report and has therefore been revised to reflect such updates.
- 1.1.4 This ES technical appendix has also been reviewed against the following aspects and for each it has been confirmed that there are no amendments required to the content of the appendix:
- Baseline data validity: there have been no relevant changes to the baseline townscape and visual data, and surveys carried out during summer 2019 remain valid; and
  - Legislation/policy revisions: there have been no related updates to legislation/policy that have affected either the methodology or findings of this assessment.
- 1.1.5 There were no consultee comments received in relation to the submitted 'TVIA' ES chapter or the information presented in this appendix that required a response.

- 1.1.6 The presentation of the Accurate Visual Representations included in **Appendix 6** have been updated to be presented in line with Landscape Institute Technical Guidance Note 06/19, published September 2019. As the original assessment was started prior to the publication of this Technical Guidance Advice Note, the earlier guidance Visualisation guidance: Photography and photomontage (2011) has also been referred to.
- 1.1.7 The Site covers 8.67 hectares and is bounded to the north by the United Utilities waste water treatment plant and Sandon Half Tide Dock, to the east by Regent Road, to the south by Nelson Dock and to the west by the River Mersey wall. The western boundary of the site is limited to the foot of the concrete crown wall, built on top of the River Mersey wall. A site location plan is provided at **Appendix 3**.
- 1.1.8 The Site currently features the waterbody and associated Grade II listed dock walls of Bramley-Moore Dock, the Grade II listed Regent Road dock wall, a Grade II listed Hydraulic Engine House, further red brick structures that are non-listed including a substantial warehouse on the south quay of the dock and areas of hardstanding.
- 1.1.9 As the site is located within an urban area, the term 'townscape' is used throughout this document to describe potential effects upon baseline character rather than the term landscape which covers the rural environment and urban places.

## 1.2 Scope of the Assessment

- 1.2.1 The proposal is for the development of a 52,888 capacity stadium following the removal of existing buildings and the infilling of Bramley-Moore Dock. In summary the primary elements of the proposal are (including the 2020 design changes):
- Demolition of existing buildings/warehouse within the site (with exception of the Grade II listed Hydraulic Engine House in the NW corner of the site);
  - Infilling of Bramley-Moore Dock (with marine-won aggregate);
  - Creation of 3 no. additional pedestrian access points within the Regent Road dock wall (in addition to the current 2 no. turreted entrances at the north and south parts of the site);
  - Construction of the stadium (45m high – reduced from 46.86m in previous submission) and associated facilities;

- Omission of the multi-storey car park ('MSCP') proposed on the west stand and its replacement with a stepped terrace to provide views across the River Mersey, and a covered fan zone below to ensure the safe arrival and departure of spectators and building users during periods of high winds. 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;
- Omission of some large wind baffles (outriggers) from the proposed stadium building south and west elevations and replacement with soft landscaping (grove of trees);
- External public realm and circulatory spaces including a large fan zone plaza on the eastern side of the stadium and stepped terrace on the western elevation discussed above;
- The relocation of a proposed PV canopy from the surface car park on the west quay of the site (beyond proposed new non-navigable water channel to the west of the stadium) to the roof of the south stand of the stadium (2,050 sq. m of PV proposed on stadium roof). The proposed sub-station on the west quay has been moved from south to north in the revised scheme to enable the proposed west quay car park to perform as a shared space area;
- The LCC Urban Design case officer and the Places Matter panel both commented that the previously submitted scheme elevations appeared too 'busy'. In response, the design team has simplified the building façade in close consultation with LCC and HE case officers; and
- Structural repair and refurbishment of the existing Hydraulic Engine House to include a change of use (temporary and permanent works to the Grade II listed structure to be subject to separate Listed Building Consent submissions).

1.2.2 This TVIA provides an assessment of the effects of the Proposed Development, on the landscape of the Site and its context. The design of the Proposed Development and the identification of mitigation measures incorporated within the design to minimise adverse effects, is informed by the findings of the assessment process as it progressed. In this TVIA, effects on the townscape character of the Site and its setting are assessed. Effects on peoples' views of the Site and its setting, or visual amenity, are also assessed.

1.2.3 A revised Environmental Statement has been voluntarily submitted to Liverpool City Council and this TVIA forms part of that assessment. Further details are provided in section 1.3. Following submission of the previous application, there have been no further comments from statutory consultees in relation to townscape and visual matters.

1.2.4 For the purposes of assessing the townscape and visual effects of this proposal, study areas have been defined:

- The Site is defined by the red line boundary shown on **Figure LA01**;
- The townscape context extends to 3 km from the Site boundary;
- The visual study area extends to 5 km from the Site boundary; and
- The cumulative effects study area extends to agreed schemes located up to 2 km from the Site boundary.

1.2.5 The objectives of the assessment are to:

- Describe and evaluate the landscape of the Site and surrounding landscape and 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 landscape/townscape and visual amenity associated with the scheme's design, construction and operation, and whether they are likely to be significant;
- Set out mitigation measures which could be implemented in order to avoid, reduce or offset adverse effects, especially those identified as significant, and, where possible, incorporate these in the scheme design;
- Describe any enhancements of the landscape/townscape or visual amenity incorporated in the application proposals; and
- Provide an assessment of the significance of the landscape and visual effects of the Proposed Development with integral mitigation measures in place.

## Liverpool Waters – Future Baseline

- 1.2.6 Peel Land & Property secured outline planning permission (LPA ref. 10O/2424 – latest approved non-material amendment is ref. 19NM/1121, further non-material amendment reference 20NM/1801 is currently pending determination) in 2013 for a mixed-use development comprising a maximum of 1,690,000m<sup>2</sup> of mixed use including 9,000 dwellings and 310,000m<sup>2</sup> of office space (figures rounded). The site stretches from Princes Dock in the south to Bramley-Moore Dock to the north. The timeframe for full delivery of the scheme at the time of planning application was 2041.
- 1.2.7 Developments which have been consented at Princes Dock, within the Liverpool Waters site, since planning approval include several standalone applications including The Lexington (16F/1370 & 17F/2056: 325 apartments), Quay Central and Park Central (17F/1628 2 blocks of 237 apartments), Liverpool Cruise Liner Terminal (17O/3230 & 19RM/1037), Cruise Liner Hotel (19F/1038), Plaza 1821 (17F/0913), Hive City Docks (20F/1203), and Isle of Man Ferry Terminal (18F/3231).
- 1.2.8 Since planning permission was granted, Peel Land & Property has submitted a series of discharge of conditions applications, reserved matters and non-material amendment applications in relation to Liverpool Waters. A neighbourhood masterplan for the Central Docks was submitted (ref: 19DIS/1315) in accordance with the requirements of the planning conditions attached to the outline planning permission and was discharged in late November 2019.
- 1.2.9 Reserved matters applications have been approved in the Princes Dock area for the William Jessop House, a 6 storey office development which is in planning terms part of Liverpool Waters (18RM/1554 & 19RM/1817).

## Bramley-Moore Dock

- 1.2.10 It should be noted that the proposed stadium site is located within the Northern Docks (comprising Nelson Dock and Bramley-Moore Dock) proposed in the Liverpool Waters planning application for development to take place between 2036 and 2041 for the following uses:
- C3 Dwellings- 219,500m<sup>2</sup>;
  - A1 Retail- 5,000m<sup>2</sup>;



- A2 Financial & Professional services- 300m<sup>2</sup>;
- A3 Food & drink- 2,200m<sup>2</sup>;
- A4 Drinking establishments- 1,200 m<sup>2</sup>;
- B1 Business- 1,800m<sup>2</sup>;
- D1 Non-Residential Institutions- 6,600m<sup>2</sup>;
- D2 Assembly and Leisure-1,000m<sup>2</sup>.

1.2.11 The amount of the development listed above which relates to Bramley-Moore Dock (excluding Nelson Dock) is not specified in the permission, which details the amount of development per Neighbourhood only. The Liverpool Waters parameters plan is set out at **Figure LA08, Appendix 3**.

## Report structure

1.2.12 The TVIA is presented with separate sections dealing with effects on townscape, effects on visual amenity, and cumulative effects. The TVIA is supported by plans (see **Appendix 3**) as follows:

- Figure LA01 Site Location;
- Figure LA02 Designations;
- Figure LA03 Public Access;
- Figure LA0.4-1 National and City Centre Landscape Character;
- Figure LA04-2 WHS SPD and Site Specific Landscape Character;
- Figure LA05 Visual Appraisal Topography;
- Figure LA06 Visual Appraisal - Site Context;
- Figure LA07-1 Zone of Theoretical Visibility (within 5km);
- Figure LA07-2 Zone of Theoretical Visibility (within 1km); and
- Figure LA08 Cumulative Schemes Location Plan
- Figure LA09 Liverpool Waters Parameters Plan.

1.2.13 Photographs of the site and surrounding area are included in **Appendices 6 and 7**.

1.2.14 Detailed information is presented in Appendices as follows:

- Appendix 1 – General Assessment Methodology
- Appendix 2 – Accurate Visual Representations Methodology and Viewpoint selection
- Appendix 3 - Figures
- Appendix 4 – Outstanding Universal Values of the World Heritage Site of the Maritime Mercantile City of Liverpool
- Appendix 5 – Site Photography
- Appendix 6 – Viewpoint photography and Accurate Visual Representations – including cumulative visual representations (Figures LA10.1 – LA41.2)
- Appendix 7 – Viewpoint Photography and Photomontages from 2010 Liverpool Waters Application - extracts
- Appendix 8 – Consultation Tracker
- Appendix 9 – Report Conditions

## 1.3 Assessment Methodology

1.3.1 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). A summary of the methodology used is set out in **Appendix 1**. The methodology in **Appendix 1** references the term landscape, however, this equally applies to term townscape as used with this assessment.

1.3.2 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 national and local landscape character assessments;

- 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;
- The viewpoints used were discussed and selected through consultation with Peter Jones of LCC and Graeme Ives Heritage Planning Ltd, an independent heritage advisor to LCC. The viewpoint rationale table is included in **Appendix 2**. In advance of undertaking the updated TVIA further consultation was carried out and LCC, and their independent advisor, who confirmed that the selected viewpoints remained appropriate and no further viewpoints required;
- 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 and the mitigation measures to avoid, reduce or offset adverse effects; and
- Assessment of magnitude of change, the degree and nature of effects on the townscape and on visual amenity and their significance, with the mitigation proposals in place.

## Assessment and Mitigation

- 1.3.3 The effects of the proposed development, whether beneficial or adverse, may vary in nature and degree through its lifecycle and, where feasible, mitigation measures are proposed to be incorporated in the design of the scheme. Where design measures cannot address identified likely adverse effects, measures such as management of the construction and operational processes or of the use of public rights of way may be proposed. The purpose of mitigation measures is first, to prevent or avoid the potentially adverse effects identified, and if that is

not possible, to reduce the potential adverse effect. Where adverse effects are unavoidable, the purpose is to offset or compensate for the effect.

- 1.3.4 Details of the criteria for assessing townscape effects, visual effects, and cumulative effects, are set out in those respective chapters.

## Pre-Application scoping

- 1.3.5 The scope of the TVIA has been discussed and agreed in writing with Liverpool City Council (LCC) in association with Graeme Ives Heritage Planning Ltd (refer to **Appendix 8** for Consultation Tracker). **Figure LA07-1** illustrates the location of the proposed development and shows the Zone of Theoretical Visibility (ZTV) at a scale of 1:35,000 alongside the locations of the assessment and appraisal photographs. The criteria for the viewpoint selection was agreed with LCC and a detailed table setting out the reasoning behind the choice of viewpoints selected is included in **Appendix 2**. The agreement as to which of the viewpoint locations was to be illustrated by AVR3's is also set out in **Appendix 2**.
- 1.3.6 A total of 32 views were selected to illustrate the site and its appearance in publicly available views. At the request of LCC and Graeme Ives Heritage Planning Ltd, all 32 representative viewpoints have been taken forward to the visual impact assessment, as shown on **Figures LA10.1 to LA41.2 at Appendix 6**, even though several of the viewpoint locations fall outside of ZTV coverage when taking into account the effects of existing screening by built form.
- 1.3.7 Agreement was also carried out with LCC with regards to the selection of cumulative viewpoints and night time viewpoint locations.
- 1.3.8 Since agreeing the viewpoint locations with LCC, the following amendments were made in advance of undertaking the original assessment as submitted in December 2019:
- Two of the viewpoints have been amended in terms of their name to better describe their location; namely Viewpoints 11 and 28. However, the actual location of the viewpoints has not changed from that agreed with LCC;
  - The location of viewpoint 9 has been adjusted in light of ongoing construction works associated with Liverpool Waters and the presence of construction vehicles at the viewpoint location which interrupted views towards the site. The viewpoint remains on Waterloo Road;

- The exact location of viewpoint 27 has been amended due to the ongoing building work south of the site, resulting in the location originally proposed for viewpoint 27 not possible to access; and
- The location of viewpoint 28 has been adjusted due to the presence of parked vehicles at the viewpoint location at the time the photography was taken. The viewpoint remains outside of Alexandra Tower.

## 1.4 Weather

1.4.1 The weather is a factor affecting the assessment of, especially, visual impacts. Published data<sup>1</sup> is available for annual weather patterns for the region, including for maximum and minimum temperatures, days of fog, and days of precipitation. For Liverpool Airport, the nearest Climate station to where the site is located, the following conditions occurred during 2019:

- Precipitation, which limits visibility, occurred on 235 days of the year, about 64% of the year; and
- There were 18 days when fog occurred, which also limits visibility, about 4.9% of the year.

## 1.5 Guidance

1.5.1 In addition to GLVIA3, the Landscape Institute's Technical Guidance Advice Note 06/19 Visual Representation of Development Proposals (published September 2019) was referred to. As the assessment was started prior to the publication of this Technical Guidance Advice Note, the earlier guidance Visualisation guidance: Photography and photomontage (2011) has also been referred to. Methodology in relation to the guidance is included in **Appendix 2**.

1.5.2 Relevant policy, landscape character assessments, and other contextual information sources were also referred to, including:

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<sup>1</sup> The data quoted are those for Liverpool Airport Met Station, obtained from: <https://en.tutiempo.net/climate/ws-33233.html> [accessed 08/07/2020]

- Landscape Institute Technical Information Note 05/2017 Townscape Character Assessment, Revised April 2018<sup>2</sup>;
- Landscape Character Assessment: Guidance for England and Scotland, published by Countryside Agency, 2002;
- An Approach to Landscape Character Assessment, Natural England 2014<sup>3</sup>
- Natural England updated character area descriptions, July 2013;
- Policies relevant to the townscape and visual amenity in national and regional policy including the Liverpool Unitary Development Plan, November 2002, and draft Liverpool Local Plan 2013-2033 (Submission Version, May 2018); and
- LCC Supplementary Planning Guidance relevant to the TVIA including the Liverpool Maritime Mercantile City World Heritage Site Supplementary Planning Document (SPD), October 2009.

## Photography

1.5.3 Photographs have a special role in describing townscape character and illustrating key views. In order for a photograph to be representative and to create an image that is as similar as possible to that which is seen with the human eye, the LI advises using a lens with a focal length equivalent to 50mm for a 35mm Single Lens Reflex (SLR) camera, and a horizontal field of view of a little under 40 degrees<sup>4</sup>. The cameras used for the appraisal photography were a Canon EOS 5D Mark iii digital SLR camera and a Canon EOS 6D Mark ii digital SLR camera, both with a full frame sensor. Photographs were taken with a focal length of 50mm, unless otherwise stated.

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<sup>2</sup> LI website: <https://landscapewpstorage01.blob.core.windows.net/www-landscapeinstitute-org/2018/04/tin-05-2017-townscape.pdf> [accessed 08/07/2020]

<sup>3</sup> **Ministry of Housing, Communities & Local Government Guidance website:** [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/691184/landscape-character-assessment.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/691184/landscape-character-assessment.pdf) [accessed 08/07/2020]

<sup>4</sup> The Landscape Institute, Landscape Institute Technical Advice Note 06/19, Visual Representation of Development Proposals, September 2019, on LI website: <https://www.landscapeinstitute.org/visualisation/> [accessed 08/07/2020]

- 1.5.4 Townscape photography includes wide angle or panoramic views requiring a sequence of photographs to be taken across the view, taken in portrait format where necessary. Where this approach is taken, a series of overlapping photographs are digitally spliced together in PTGui using a cylindrical projection to provide a panorama approximating to the normal field of view in a landscape context. Where necessary, the contrast and brightness of individual photographs is slightly manipulated in order to create a consistent panorama without visible joins.
- 1.5.5 The viewpoint locations were established using a camera mounted GPS device and a built in camera GPS. The viewpoint locations are shown on **Figure LA7-1 and LA7-2**. All TVIA Figures can be found in **Appendix 3** of this report.

## 1.6 Limitations and assumptions

- 1.6.1 This TVIA has been based on the available information included within the Design Access Statement Addendum (DAS Addendum). Any further assumptions made are set out with Section 3 of the report. The proposed townscape and visual mitigation has been embedded as part of the detailed design proposals, also set out within the DAS Addendum.
- 1.6.2 All site surveys were undertaken from publicly accessible locations only, except for access to Trafalgar Dock and the application site, which was by pre-arrangement with Peel Land and Property.
- 1.6.3 All photography was taken from accessible and safe locations and were subject to on-site micro siting due the presence of construction works at the time of visit.
- 1.6.4 The modelling work and visualisations produced to support the TVIA relies on purchased LIDAR data and data provided by third parties.
- 1.6.5 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.

## 2.0 Landscape Policies and Designations

### 2.1 Planning Policy

- 2.1.1 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).
- 2.1.2 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 Draft Schedule of Main Modifications (ver. 9th April 2020);
  - Liverpool Local Plan (Submission Draft, May 2018);
  - Liverpool Maritime Mercantile City World Heritage Site SPD (October 2009); and
  - National Planning Policy Framework (March 2012, updated February 2019).

### Liverpool Unitary Development Plan

- 2.1.3 The Liverpool Unitary Development Plan (UDP), adopted in November 2002, is the statutory development plan for the city. Relevant policies relating to the proposed development are outlined below. Full details of these policies can be found in the Planning Statement and Planning Policy Chapter of the ES.
- 2.1.4 Policy GEN8: Environmental Protection states that the aim of the plan is (inter alia) *'to protect and enhance Liverpool's environment by: 1. promoting the recycling of land for productive use through the treatment of vacant, derelict and underused land'.*
- 2.1.5 Policy E3: Port Development states in relation to townscape and visual matters that, inter alia, *"In assessing development proposals within the port areas the City Council will take into account:*



*1. protection of the amenity of existing residential and business users in adjoining areas, particularly in relation to increased traffic generation and environmental quality;*

*ii. impact on potential development sites in adjoining areas;*

*iii. impact on nature conservation and other environmental concerns;*

*iv. design criteria (including standards of materials, site layout, landscaping, pollution control and waste storage) appropriate to the riverside location.*

2.1.6 The site lies within the southern extent of the Port of Liverpool as shown on the UDP map.

2.1.7 Policy E9: Leisure Development relates specifically to leisure developments and states that planning permission will be granted provided [inter alia]: *'the design and scale of the proposal is appropriate to the particular location and the surrounding area.'*

2.1.8 The following policies are also relevant to the proposed development as they relate to Listed Buildings and Conservation Areas, which are present within the site. However, this TVIA does not assess effects on the setting of listed buildings and conservation areas (refer to Chapter 14 Cultural Heritage of the ES) but their presence has been used to inform the viewpoint selection and in considering the townscape character.

2.1.9 Policy HD18: General design requirements provides a list of requirements in relation to new development. The criteria relevant to the TVIA are stated as follows:

- "the scale, density and massing of the proposed development relate well to its locality;
- the development includes characteristics of local distinctiveness in terms of design, layout and materials;
- the building lines and layout of the development relate to those of the locality;
- external boundary and surface treatment is included as part of the development and is of a design and materials which relate well to its surroundings;
- the development has regard to and does not detract from the city's skyline, roofscape and local views within the city;

2.1.10 A further relevant policy of the UDP is Policy HD23: New Trees and Landscaping which states that "All new development proposals should make proper provision for the planting and successful growth of new trees and landscaping, including any replacement planting provided as compensation for the loss of any trees due to development and in particular should:

- i. provide high quality landscaping and boundary treatment including the submission of such details as part of any full planning application; and
- ii. promote nature conservation through the use of native species and the creation of wildlife habitats where appropriate."

## **Draft Liverpool Local Plan**

2.1.11 The draft local plan, which is to replace the UDP upon adoption, was submitted for examination in May 2018. In accordance with NPPF para. 48, the current submission draft has substantive but not full weight in decision-taking given that it has yet to be formally examined. LCC published a Draft Schedule of Main Modifications (ver. 9th April 2020) which updates and amends some of the policies within the draft local plan. No formal date for the examination to commence has been fixed at the time of the application resubmission.

2.1.12 The draft plan sets out objectives and priorities in relation to the future vision of Liverpool, in particular the City Centre and Waterfront areas. The City Centre vision states the following relevant to the proposed development and surrounding environs [inter alia]:

*"By 2033, Liverpool City Centre's role and function as a thriving regional centre for economic, retail, leisure, tourist and cultural uses will have been strengthened... The distinct City Centre neighbourhoods will be well connected and integrated. Cycling and pedestrian infrastructure and the public realm will have been enhanced, ensuring strong connectivity and accessibility for all across the centre, thus supporting economic growth and the visitor economy... The Outstanding Universal Value of the World Heritage Site and the other buildings and spaces of heritage value will have been conserved and enhanced, new buildings will be of a high standard of sustainable design... The City Centre Waterfront will be a world-class leisure and visitor destination, maximising the use of waterspaces, and full advantage will have been taken of the development opportunities at Princes Dock, Kings/ Queens Dock and Central Docks. The Ten Streets area will have undergone significant transformation for creative businesses".*

2.1.13 The plan thereafter goes on to identify specific City Centre Character Areas, which are discussed further in relation to county or district level townscape character assessments at Section 4.4. Each character area is supported by specific policy and objectives. Those relevant to the site, which is located within the Waterfront and its Fringes character area, are listed below:

- *"To create a world-class, high-quality, mixed-use Waterfront which contributes to the City's economy, with a focus on the tourism offer and leisure economy by supporting and enhancing existing visitor and tourist attractions, and supporting the regeneration of historic docklands;*
- *To maximise the economic potential of the Ten Streets area;*
- *Encourage the re-use and adaption [sic] of underused and vacant buildings;*
- *To support further use of waterspaces for both formal and informal recreation to enhance the Waterfront's role as a significant leisure and visitor destination;*
- *To enhance walking and cycling routes along the Waterfront and central dockside walk, including green infrastructure, creating a continual route along the river edge;*
- *To protect the amenity of residential neighbourhoods on the Waterfront; and*
- *To protect and enhance the heritage assets of the Waterfront including the World Heritage Site and ensure new development integrates well with these assets".*

2.1.14 Further draft policies of relevance to this assessment, in particular policy that covers the site, is set out below:

2.1.15 Policy CC10 Waterfront Design Requirements: this policy relates to development within the Waterfront area within which the site lies and its requirement for design to be of high quality and 'respect its sensitive historic surroundings'. In particular, the policy states that development should, among other things 'Protect the character, setting, distinctiveness and Outstanding Universal Value of the World Heritage Site, and its buffer zone, by ensuring the siting, scale, form, architectural approach, design quality and materials are appropriate and respect the proposal's location'.

2.1.16 Policy CC12 Liverpool Waters: "Liverpool City Council will support planning applications to deliver the vision for Liverpool Waters, which is to regenerate a 60 hectare historic dockland site to create a world-class, high quality, mixed use waterfront quarter in central Liverpool

that will allow for substantial growth of the City's economy". The site lies on the northern edge of the Liverpool Waters area.

2.1.17 Policy UD1 Local Character and Distinctiveness: this policy includes a number of items that proposals should demonstrate have been taken into account, including: means and pattern of enclosure; street character; the form, scale and proportion of buildings; material and textures being appropriate to the characteristics of the local area; and the need to preserve, improve and create views into and out of the development. This TVIA report assesses how the development fits in with the local landscape/townscape character.

2.1.18 Policy UD2 Development Layout and Form: this policy includes a number of items that development proposals should demonstrate have been considered including connection to other areas; consideration of the impact on the skyline; and scale and massing in relation to existing structures. This TVIA report assesses how the development fits in with the local landscape/townscape character.

2.1.19 Policy UD5 New Buildings sets out a list of criteria that all new buildings should adhere to. The key criterion relevant to this TVIA is as follows:

"g. It has considered the impacts on views, vistas and setting of designated and non-designated heritage assets or other landmarks".

2.1.20 Policy UD6 relates to Tall Buildings. The extensive policy provides a list of elements that should be included within a TVIA, and taken into account in tall building design. Those considered relevant are:

"In preparing the Townscape and Visual Impact Assessment and the tall building design the following elements must be addressed:

a. How the proposal takes full account of the grain of the City and reinforces the existing urban structure and hierarchy. Nodes and gateways must be given particular importance;

b. The achievement of a strong relationship to the form, proportion, composition, scale and character of surrounding buildings, and public realm (including landscape features), particularly at street level where ground floor activities and spaces provide a positive relationship to the surrounding streets;

c. That the tall building individually or as part of a group, improves the legibility of an area and enhances the skyline and streetscape of Liverpool;

- d. The form, silhouette and mass of the completed building singly or cumulatively with others;
- g. That there is a positive contribution to the permeability of the site and wider area including by the incorporation of publicly accessible areas on the upper floors, having regard for public safety;
- h. Ensuring that prior to the pre-application stage there has been a robust assessment of the proposals impact on its surroundings that demonstrates the building will not result in an adverse impact in terms of microclimate, wind turbulence, overshadowing, overlooking, privacy, outlook, noise, reflected glare, aviation, navigation and telecommunication interference; and
- i. Key views to, from and across the World Heritage Site will be positively enhance [sic] by tall buildings and that local views are not adversely affected”.

2.1.21 Policy UD6, once adopted, will be supported by relevant adopted supplementary guidance, as discussed further below. This draft policy is considered a key consideration of the TVIA.

2.1.22 Policy HD2 relates to the Liverpool Maritime Mercantile City WHS, in which the site is located. The policy states the following relevant to this assessment:

“The City Council will support proposals which conserve or, where appropriate, enhance the Outstanding Universal Value of the Liverpool Maritime Mercantile City World Heritage Site. In addition to the requirements of Policy HD1:

- a. Permission will not be granted for proposals which would have an adverse impact upon the views of the Waterfront from the River Mersey, or of the key Landmark Buildings and vistas having regard to those identified in the Liverpool Maritime Mercantile City World Heritage Site SPD.
- b. Proposals for the redevelopment or remodelling of buildings or sites which have a negative or neutral impact on the character of the World Heritage Site will be supported where it can be demonstrated that this will enhance or better reveal the Outstanding Universal Value of the World Heritage Site.
- c. Proposals which would help to facilitate the reuse of vacant or under-used floorspace in buildings which make a positive contribution to the character of the area and the Outstanding Universal Value of the World Heritage Site will be supported.

- d. Proposals for tall buildings in the World Heritage Site or its Buffer Zone will be assessed against Policy UD6.

Proposals for development within the World Heritage Site or its Buffer Zone should have regard to the advice set out in the Liverpool Maritime Mercantile City World Heritage Site Management Plan and the guidance in the Liverpool Maritime Mercantile City World Heritage Site SPD".

- 2.1.23 Similarly, Policy CC26 Protection and Enhancement of Green Infrastructure: Development Proposals is relevant to the overall visual appearance of the proposed development. The policy states that "all new development proposals within the City Centre will, wherever possible, be expected to include an element of green infrastructure within the overall design of the scheme.

Proposals should incorporate as many of the following design measures as possible:

- a. Green roofs and walls;
- b. Street trees and other trees;
- c. Water features linked to SUDs; and
- d. Landscaping using native species wherever possible."

## **Supplementary Planning Documents**

### Liverpool Maritime Mercantile City World Heritage Site SPD, October 2009

- 2.1.24 Liverpool City Council adopted a Supplementary Planning Document<sup>5</sup> (SPD) as part of the LDF, dated October 2009 in relation to the World Heritage Site. The aim of the SPD 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".

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<sup>5</sup> Liverpool City Council website: <https://liverpool.gov.uk/media/9644/world-heritage-site-spd.pdf> [accessed 08/07/2020]

- 2.1.25 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 document, and this analysis has been considered as part of the selection of the TVIA viewpoints.
- 2.1.26 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. Further discussion is provided in section 4.3.
- 2.1.27 Also of relevance is Historic England's Stanley Dock Conservation Area description<sup>6</sup>.

## Designations

- 2.1.28 Landscape designations provide an indication of landscape value. They are areas that have been recognised for the scenic beauty and recreational potential of the landscape. Designations are shown on **Figure LA2**.

## National Park/AONB

- 2.1.29 There are no National Parks or AONBs within the study area.

## Historic and Cultural Landscape Designations

- 2.1.30 The WHS, setting of conservation areas and listed buildings is a consideration during the preparation of the townscape and visual impact assessment. However, the TVIA does not provide an assessment of the significance of these assets or effects on them and reference should be made to the ES Cultural Heritage Chapter (Chapter 14).

## World Heritage Site

- 2.1.31 As previously described, the site is located within the Liverpool Maritime Mercantile City World Heritage Site, inscribed by UNESCO in 2004 as 'the supreme example of a commercial port at

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<sup>6</sup> Stanley Dock Conservation Area description <https://historicengland.org.uk/content/heritage-counts/pub/2017/case-study-stanley-dock-conservation-area-pdf/> [accessed 08/07/2020].

the time of Britain's greatest global influence' and 'adequate arrangements must be in place to ensure that the significance, completeness and condition of the WHS is being actively conserved in Liverpool's place-shaping approach and its cultural value transmitted and presented.'<sup>7</sup>

2.1.32 The attributes associated with the Outstanding Universal Value of the WHS are given as follows:

- *"Criterion (ii): Liverpool was a major centre generating innovative technologies and methods in dock construction and port management in the 18th, 19th and early 20th centuries. It thus contributed to the building up of the international mercantile systems throughout the British Commonwealth.*
- *Criterion (iii): The city and the port of Liverpool are an exceptional testimony to the development of maritime mercantile culture in the 18th, 19th and early 20th centuries, contributing to the building up of the British Empire. It was a centre for the slave trade, until its abolition in 1807, and for emigration from northern Europe to America.*
- *Criterion (iv): Liverpool is an outstanding example of a world mercantile port city, which represents the early development of global trading and cultural connections throughout the British Empire".*

2.1.33 A full description of the Outstanding Universal Value of the WHS is provided at **Appendix 4** for reference. None of the above criteria relate to townscape or visual matters and thus are not considered further with the assessment.

## Conservation Areas and Listed Buildings

2.1.34 There are nine Conservation Areas within the 3 km townscape study area in addition to Stanley Dock Conservation Area in which the application site is located. These are listed below with direction and distance from the site:

- Albert Dock Conservation Area – approximately 2.3 km to the south east of the site;

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<sup>7</sup> Liverpool Maritime Mercantile City World Heritage Site Management Plan 2017-2024



- Castle Street Conservation Area – approximately 1.7 km to the south east of the site;
- Duke Street Conservation Area – approximately 2.5 km to the south east of the site;
- Mount Pleasant Conservation Area – approximately 3 km to the south east of the site;
- Rodney Street Conservation Area – approximately 2.9 km to the south east of the site;
- Shaw Street Conservation Area – approximately 2.3 km to the south east of the site;
- William Brown Street Conservation Area – approximately 2 km to the south east of the site;
- Derby Park Conservation Area (Sefton) – approximately 2.6 km to the north east of the site; and
- Magazines Conservation Area (Wirral) – approximately 1.8 km to the north west of the site.

2.1.35 A townscape appraisal for each of the Conservation Areas has been prepared by LCC and relevant details are included in section 4.4.

2.1.36 The Cultural Heritage Statement provides details of the listed buildings and structures located within the site and its locality. In summary the site contains the following listed structures:

- BMD Dock Retaining Walls (Grade II listed);
- Nelson Dock Northern Retaining Wall (Grade II listed);
- Hydraulic Engine House (Grade II listed); and
- Regent Road Wall (Grade II listed).

2.1.37 Beyond the application site boundary there are a number of other listed buildings and structures including, but not limited to:

- Stanley Warehouse (Titanic Hotel) (Grade II\*) and Hydraulic Tower to its west (Grade II listed);
- Nelson Dock Retaining Wall (Grade II listed);
- Entrances to Stanley Dock (Grade II listed);

- Tobacco Warehouse (Grade II listed);
- Stanley Warehouse to south of Tobacco Warehouse (Grade II listed); and
- Bonded Tea Warehouse (Grade II listed).

2.1.38 The Listed Buildings associated with Liverpool City Centre, including the Royal Liver Building, Cunard Building, Port of Liverpool Building, buildings associated with Albert Dock, Oriel Chambers and the Bank of England are all located between 2 km and 3 km of the site.

2.1.39 Grade 1 listed buildings and structures located within 3 km of the site are shown in **Figure LA02**. The setting of Conservation Areas and Listed Buildings is considered and assessed with the ES Cultural Heritage Chapter (Chapter 14).

### Scheduled Monuments

There are no Scheduled Monuments within the 3 km study area.

### Registered Parks and Gardens

2.1.40 There are three Registered Park and Gardens within the 3 km townscape study area most notably, Stanley Park, which is Grade II\* and is located approximately 2.3 km to the north east of the site. In addition, Derby Park is located approximately 2.9 km to the north east of the site and Anfield Cemetery is located approximately 2.9 km to the north east of the site.

2.1.41 The main purpose of the Register of Parks and Gardens is to celebrate designed landscapes and encourage appropriate protection. The special character of the landscapes must be considered during the preparation of landscape and visual impact assessments.

2.1.42 The ZTV in **Figure LA07-1** illustrates that the proposed development will not be visible from within Stanley Park, Anfield Cemetery and Derby Park. These parks therefore have not been considered further as a landscape receptor within this assessment.

## **Ecological Designations**

2.1.43 Ecological designations, although not specifically related to landscape amenity and not assessed within this report, are an indication of landscape value. Ecological designations are shown on **Figure LA02**. However, the TVIA does not provide an assessment of effects upon any ecological designations, refer to the ES Terrestrial Ecology and Aquatic Ecology chapters, provided in Chapters 12 and 13 respectively in Volume II of the revised ES.

2.1.44 Liverpool Bay, the River Mersey, the Mersey Narrows, and the North Wirral Foreshore are all located within the 3 km study area and are covered by a number of ecological designations including Special Protection Areas, SSSI and Ramsar site.

## **Public Access**

2.1.45 There is no public access within the application site (with extremely limited visibility into the site also due to the substantial Grade II listed Regent Road wall). Within the surrounding study area, public access is generally provided by a network of paved footways, cycleways and roads.

2.1.46 There is one long distance route within the study area, namely the Trans Pennine Trail which passes through Liverpool City Centre. The Trail provides a circular route to and from Sefton Park via Festival Gardens, the River Mersey waterfront, Albert Dock, Liverpool Cathedral, and Princes Park. A link between Sefton Park and Childwall provides access to the Trail as it passes between Southport and Runcorn.

2.1.47 The ZTV at **Figure LA07-1** illustrates that theoretical visibility of the proposed development from the Trail as it passes through the study area is very limited due to the built up nature of the city centre. Visual effects upon users of the Trans Pennine Trail are therefore not considered further within the TVIA.

2.1.48 Other local walking routes of note within the study area include the Leeds Liverpool Canal towpath. The canal passes through the study area to the east and south east of the site and is approximately 380m to the south east of the site at its closest point. A large proportion of the towpath falls outwith the ZTV coverage. The ZTVs show that there are patches of theoretical visibility along the canal as it passes through the urban area near to the site but the nature of the densely built urban area interrupts intervisibility to a high degree and as such visual effects on users of the towpath are not considered further.

- 2.1.49 A further walking route is present between Otterspool Promenade and Pier Head, which follows the same route as the Trans Pennine Trail. The walk follows the waterfront and allows for views across the River Mersey, and towards Liverpool City Centre, with notable buildings seen including the Three Graces and the Albert Dock. With reference to the ZTV at **Figure LA07-1**, the route falls outwith theoretical visibility as it passes through the assessment study area and thus visual effects upon users of this route are not considered further.
- 2.1.50 Within Liverpool City Centre there are numerous organised walking tours available, with self-guided tours available online. Many of these routes take in the primary buildings within the City Centre and WHS but others include tours with cultural associations such as Chinatown and the Beatles. The viewpoint selection in the assessment of visual effects (refer to **Appendix LA02**) takes into account key views and vistas within the city centre, which are likely to correspond with some of the walking tours and routes available.

## National Cycle Route

- 2.1.51 The route of NCR 56 follows the route of the Trans Pennine Trail as discussed above. Due to the route falling outwith the ZTV coverage, effects upon users of NCR 56 are not considered further.
- 2.1.52 Local cycle routes within the study area are mapped and information is available via Merseyrail<sup>8</sup>. Liverpool City Council have completed the construction of a new cycleway that runs along A5036 Regent Road, directly east of the Site. The route links Liverpool city centre to Formby. A cycle route also follows the Leeds Liverpool Canal located to the east of the site. Parallel to the canal, to the immediate east, the A5058 also provides an off-road cycle track. Due to the urban location of the routes, the extent of the ZTV is limited to intermittent theoretical visibility along the routes with the greatest level of visibility occurring as one cycles directly past the site and on the approach along Regent Road.

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<sup>8</sup> Liverpool Cycle map, Merseyrail | website:  
<https://www.merseyrail.org/media/115839/Liverpool%20Cycle%20Map.pdf> [accessed 08/07/2020]

## National Planning Policy

2.1.53 The National Planning Policy Framework (NPPF) updated in February 2019 sets out the planning policies for England and how these should be applied.

2.1.54 Section 12 "Achieving well-designed places" 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.

2.1.55 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.

## 2.2 Interim Summary

2.2.1 The following elements of the landscape policies and designations are relevant to the assessment of landscape and visual effects of this proposal:

- Policies which relate to the protection and enhancement of the environment, including GEN8; E3 of the Liverpool UDP;
- Policies which relate to the design, scale and massing of the proposals, including the provision of planting or greening within the development (E9, HD18 and HD23 of the Liverpool UDP, and CC10, UD6 and CC26 of the pre-submission draft of the Liverpool Local Plan);
- Policies relating to respecting the local landscape and townscape character including UD1; UD2; and UD5;
- Policies relating to the historic environment and its enhancement (including HD2 and HD1 of the pre-submission draft of the Liverpool Local Plan);
- Policy CC12 in support of development in the Liverpool Waters area;
- The contribution of the WHS, Conservation Areas and listed buildings to the surrounding townscape character; and
- Footpaths, cycle paths and other walking routes within and around the city centre, including the Leeds Liverpool Canal Towpath and the newly constructed cycle path along the A5036.

## 3.0 The Proposed Development

### 3.1 The Development

- 3.1.1 Details of the proposed development are provided on the planning application drawings and the Design and Access Statement accompanying the revised application. This report describes the main aspects of the proposed development which could potentially affect townscape and/or visual amenity. It also identifies features of the proposals which will assist in mitigating adverse landscape and visual impacts.
- 3.1.2 The proposed development includes for the demolition of non-listed structures within the site (primarily two brick built buildings on the north and south quays of the existing dock); creation of three pedestrian access points within the Regent Road dock wall (a Grade II listed structure); and infill of the Bramley-Moore Dock waterbody and associated dock walls (stadium to cantilever over walls to minimise impact) to accommodate the development of a 52,888 seated capacity stadium..
- 3.1.3 The stadium will primarily be used for football with the ability to host other events (4 no. concerts / other sporting events per year). Within the stadium structure there will be ancillary use such as office, retail, and conference facilities. The existing Hydraulic Engine House is proposed to be converted to an exhibition / cultural centre (works to renovate the structure to be subject to separate listed building consent submissions). For the purpose of this assessment, no Everton FC branding has been considered on the external facades of the stadium. This will be subject to a separate advert consent submission in the future. However, the zoning for club branding/naming rights have been noted.
- 3.1.4 A new water channel (excavated after the dock in-fill process) is proposed to the west of the stadium to maintain the visual link of dock connectivity between Nelson Dock and Sandon Half Tide Dock (this being despite no navigation possible at present due to isolation structure constructed between Bramley-Moore Dock and Nelson Dock).
- 3.1.5 To the west of the proposed water channel is a surface car park. To the north west of the water channel, at the north western extent of the west quay, is an outside broadcast compound and sub-station (relocated from the south of the west quay in the submitted scheme).

3.1.6 To the east of the proposed stadium is a large fan zone including performance stage, vehicular and pedestrian access and circulation areas. Hard and soft landscaping will also be implemented within the application site to include tree planting, lighting, public art and boundary treatments. To the west of the stadium there will be an elevated and stepped amenity area/public realm adjoining the west stand which provides views across the River Mersey, there will also be sheltered access and egress to the west stand turnstiles below. The western elevation of the stadium will also feature a large glazed area above the entrance portal.

3.1.7 The external lighting proposals are detailed on Buro Happold drawings BMD01-BHE-ZX-XX-DR-YB-0300 P04 and BMD01-BHE-ZX-XX-DR-YB-0301 P04. The lighting proposals include 15 m tall multidirectional light columns within the fan zone/plaza and along the boundary with Regent Road (eastern site boundary). Within the south eastern and south western corners of the site a series of 8 m tall multidirectional light columns are proposed. No light columns are proposed along the southern edge of the site, lighting is provided by recessed ceiling lighting within the stadium overhang. Similarly, lighting along the northern edge of the site is achieved through recessed ceiling lighting within the stadium overhang. The north eastern and north western corners of the site feature a short series of 8 m multidirectional light columns. Lighting within the public realm space on the western side of the stadium is achieved via 12 m multi directional lighting and a mix of 12 m and 8 m mounted luminaries feature within the surface car park, and around the outside broadcast and substation on the western periphery of the site. Other low level lighting within the site includes tree spotlights and bench lights. Buro Happold drawings BMD02-BHE-ZX-XX-DR-YB-0315 P03 and BMD02-BHE-ZX-XX-DR-YB-0316 P03 show the external façade lighting proposals in relation to the proposed stadium.

3.1.8

3.1.9 The proposed development will take place during a construction period of approximately three years and will comprise a total of 12 phases which are set out within the Laing O'Rourke Construction Management (Delivery Plan) submitted with the planning application. A summary of the indicative stages is set out below:

- Stage 1 – Site preparation including dock infill (Year 1);
- Stage 2 – Substructure construction including piling (Year 1);
- Stage 3 – Superstructure concrete works for East and West stands (Year 1);
- Stage 4 - Steelwork and precast terracing (Years 1 and 2);



- Stage 5 - Roof steelwork (Year 2);
- Stage 6 - Stadium Roofing and Barrel Cladding (Year 2);
- Stage 7 – Façade (Year 2);
- Stage 8 – Mechanical, Electrical and Plumbing and fit-out (Years 2 and 3);
- Stage 9 – Pitch works (Year 3);
- Stage 10 – Western Water Channel and western stepped promenade (Year 3);
- Stage 11 – External Works (Year 3); and
- Stage 12 – Testing and commissioning (Year 3).

## 3.2 Sources of potential effects on townscape and views

3.2.1 The main features of the development proposal which could potentially result in townscape and visual impacts are:

### **Construction Phase**

- Establishment of the site and its associated temporary site office, welfare units and accommodation units (for an average of 800 to 900 personnel). Installation of temporary fencing/hoarding protecting the site perimeter and features to be retained; The demolition of the existing structures and buildings on site including the existing two storey brick building on the western end of the north wharf and a shed structure (Bramley-Moore Dock warehouse) on the southern wharf;
- The infilling of BMD through its various stages, and construction of the substructure;
- Activities and movement of plant and equipment during the approximate 3 year construction period including the presence of mobile cranes;
- Presence of personnel in the area during the 3 year construction phase (potentially up to 1300 no. at peak internal construction period);
- The construction of the 45m high stadium and ancillary development, associated external spaces, and associated infrastructure including surface car park and water channel;
- The implementation of hard and soft landscape works within the site; and

- The potential lighting associated with the construction works.

## Operation Phase

- The introduction of a 52,888 seat stadium, at 45m high, within the surrounding townscape setting and within views from the surrounding areas;
- the introduction of lighting associated with the development, including the stadium itself and external lit areas;
- The introduction of an influx of visitors to the area during match and event days (4 no. major events such as concerts or other sports plus frequent use of the hospitality facilities for events within the stadium such as conferences);
- The change of use of the site from a part working / part derelict dock yard to a landmark visitor attraction that includes a publicly accessible civic space (plaza). The plaza will include an attractive hard and soft landscape scheme and will feature interpretation of the former dock. The west stand new stepped terrace will provide opportunities for views over to the River Mersey and beyond; and
- The change of use of the Hydraulic Engine House to an exhibition / cultural centre.

## 3.3 Mitigation Measures

- 3.3.1 The potential for adverse effects on landscape and visual amenity have been recognised and mitigation measures incorporated in the scheme to avoid or reduce adverse effects or to offset or compensate for unavoidable adverse effects.
- 3.3.2 As detailed in the updated Design & Access Statement ('DAS'), following extensive engagement with Liverpool City Council, Historic England (including Advisory Committee) and Places Matter (independent design review panel) a comprehensive set of townscape and visual mitigation measures have been incorporated into the scheme design and include:
- The design of vertical brick piers on the stadium façade similar to the precedent of the construction style of the Stanley Dock Complex;
  - The use of red brick and metal as a palette of materials to reflect the local vernacular;

- The use of a red brick palette with light and dark hues to contrast with the brick structure of the Grade II listed Hydraulic Engine House to distinctively separate the two buildings;
- The use of dark grey anodized aluminium panels to the façade of the stadium so they appear purposefully subordinate to the red brick;
- The retention and enhancement of the Hydraulic Engine House to continue its future as a historical and cultural asset within the site (restoration works subject to separate listed building consent submission(s));
- The design of the three pedestrian openings within Regent Road dock wall to include a continuation of the dock wall structure above the access points;
- The creation of an attractive eastern plaza that is permanently accessible to the general public, providing access into the currently private dockland within the World Heritage Site;
- The creation of an attractive publicly accessible terrace on the western elevation of the stadium with views across the River Mersey;
- The retention, where practicably possible, the historic quayside artefacts and provide historical interpretation within the external spaces of the site (as per updated landscaping strategy; details of heritage assets on site are summarised in the updated heritage artefacts survey accompanying the revised submission);
- The interpretation of the BMD waterbody through the use of hard surface materials (dock infill surfacing);
- The use of boundary materials that reflect the industrial context of the site;
- The selection of hard surfaces and street furniture that reflect the industrial dockside heritage of the site;
- The introduction of tree and herbaceous planting to the site, suitable to the coastal location, to enhance biodiversity within the site, create a visually attractive plaza, and soften the appearance of the urban environment; and
- The use of lighting to create a safe and attractive night time environment.



## 3.4 Consideration of Climate Change

- 3.4.1 Of relevance to the TVIA, 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.
- 3.4.2 The factors relevant to the TVIA include higher temperatures, water shortages, flooding, and changes in biodiversity due to changing climatic conditions.
- 3.4.3 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.

## 4.0 Effects on the Townscape

### 4.1 Introduction

4.1.1 This section deals with the effects on the townscape of the site and its surrounding context due to the proposed construction and use of the site for a 52,888 seater stadium. The assessment covers the following scenarios:

- Construction phase – this also includes the demolition of existing non-listed buildings on site and the infill of the dock as well as the construction of the stadium and associated external spaces; and
- Operation phase – this includes two scenarios – Match days (including concerts / other sporting events) (worse-case scenario) and non-match days. In both scenarios, where relevant, both night time and day time conditions are discussed.

4.1.2 A lighting assessment has been prepared by WYG and is included in Chapter 16 of the revised ES. Where applicable, this TVIA report comments on the night time baseline and potential effects to the townscape, however, it does not constitute a full qualitative or quantitative night time assessment.

4.1.3 Decommissioning of the stadium is not considered within the assessment as the proposed development is considered long-term and permanent, lasting greater than 25 years.

4.1.4 Due to the scale and size of the proposed stadium development and the relatively small portion that would be tree planting (albeit increased from the original submitted scheme), the contribution of the planting proposed to the potential effects of the development on townscape and visual amenity would be correspondingly small. Therefore, a year 15 assessment has not been carried out.

### Assessment Criteria

4.1.5 The assessment process is described generally in section 1.3 above. The general methodology for assessing the effects is set out in **Appendix LA01**, and the criteria used at each stage of the assessment of landscape effects are set out in the tables below.



- 4.1.6 In summary, the degree of the likely townscape effects of the proposed development is determined by relating the sensitivity of the receptors to the changes arising from the development proposals, and the degree and nature of the changes in the townscape arising from the proposals.

## **Sensitivity**

- 4.1.7 As described in **Appendix LA01**, the sensitivity of townscape receptors<sup>9</sup> is dependent on their value and susceptibility to, or ability to accommodate, the changes that would be brought about by the proposed development. The sensitivity of townscape receptors combines professional judgments of the value attached to the townscape or its components, established in the baseline study, and their susceptibility to the type of change arising from the development, as follows:
- 4.1.8 The following categories of townscape sensitivity to change are used, combining consideration of townscape value and susceptibility, with the criteria applied:

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<sup>9</sup> The term used for elements and aspects of the landscape that might be affected by the proposals and people with views of the development.

Table 4.1 Indicative criteria for assessing landscape sensitivity

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

- 4.1.9 These are the criteria against which receptors are considered in order to arrive at a judgement as to their sensitivity, but it is not necessary for all the criteria set out for a category to apply.

## Magnitude of Change

4.1.10 The degree of the likely townscape effects of the proposed development is determined by relating the sensitivity of the receptors to the changes arising from the development proposals, and the degree and nature of the changes in the townscape arising from the proposals.

4.1.11 The scale of magnitude of the changes is related to considerations of the size or scale of the change, the geographical extent of the area influenced, and the duration and reversibility of the change. The scale of magnitude of the changes is graded, as follows:

Table 4.2 Indicative criteria for assessing magnitude of landscape change

Magnitude of change	Landscape change
Great change	Major size or scale of change, affecting the townscape 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 change	Intermediate size or scale of change, affecting part of the townscape 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 change	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 characteristics.

4.1.12 While GLVIA3 includes the duration of the change in the consideration of the magnitude of change, in some cases a major size or scale of change of shorter duration may be considered a "great change".



## Assessing Effects

- 4.1.13 The degree of effect, whether adverse or beneficial, is assessed by relating the sensitivity of the receptor and the magnitude of change, by considering the following indicative criteria:

Table 4.3 Indicative criteria for assessing townscape effects

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

- 4.1.14 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.
- 4.1.15 Major effects are likely to be considered "significant", especially if or adverse and long term or not reversible, and Minor or Negligible effects as "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 decision making about the proposed development.

- 4.1.16 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.

## 4.2 Townscape Baseline

- 4.2.1 The townscape baseline is a description and analysis of the existing townscape and landscape, against which the effects of the proposed development are assessed, first, by reference to landscape character assessments and townscape assessments for the area in which the site is located, at national and local levels and, then, from site-specific surveys and analysis carried out for the purposes of this assessment.

### **National landscape character assessment**

- 4.2.2 The National Character Assessment for England divides England into 159 distinct National Character Areas (NCAs), for each of which a "profile" is provided. Each NCA 'is defined by a unique combination of landscape, biodiversity, geodiversity and cultural and economic activity. Their boundaries follow natural lines in the landscape rather than administrative boundaries, making them a good decision-making framework for the natural environment'.

- 4.2.3 The site is located within the **National Character Area 58, Merseyside Conurbation**<sup>10</sup>. The key characteristics relevant to the TVIA are identified as:

- "A low-lying but gently rolling platform punctuated by low ridges; however, the extensive urban development generally dominates the topography;
- The underlying geology of Triassic sandstone overlain by glacial till forms part of an aquifer supporting groundwater abstractions;
- Extensive intertidal mudflats/sand flats relating to the Mersey Estuary, although the waterfront is generally built up; wide coastal frontages along the open coast;
- Flowing north-west, the River Mersey dissects the area entering the Irish Sea in Liverpool Bay;

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<sup>10</sup> <https://www.gov.uk/government/publications/national-character-area-profiles-data-for-local-decision-making> [accessed 08/07/2020]

- Green infrastructure is interspersed through the urban fabric, while pockets of 'encapsulated countryside' provide important wildlife refuges and opportunities to link local people to the natural world;
- Woodland cover is significant in such a heavily urban area, with new community woodland being created, while urban parks, cemeteries and suburban street plans provide trees and, in some cases, wooded habitats;
- Renowned for its strong maritime heritage, there is much industrial archaeology, along with Victorian public parks and designed gardens;
- The built environment is characterised by a mix of red brick and sandstone within the city and a diverse range of modern materials in the outlying suburbs;
- Distinct urban centres have amalgamated to form the Merseyside conurbation, surrounding the larger dominant centre of the city of Liverpool, but split by the River Mersey;
- Dense settlement pattern with extensive areas of housing and industry; and
- Extensive transport infrastructure of motorways and railway lines, while the ports provide for significant international trade and cruise liners, as well as international and local passenger ferries.

4.2.4 Within the description of the 'Merseyside Conurbation today' section, the following points are of relevance to the site and its environs:

- 'The area is significantly influenced by the urban and suburban development that is focused around the city of Liverpool and its environs, together with the urban and industrial areas of Birkenhead to the north-east of the mid-Wirral sandstone ridge;
- Views can be expansive from elevated land such as the crests of Everton Park and on the Wirral from Oxton and Bidston Hill. There are also views from the open coast estuary and the River Mersey, including aspects of the Liverpool and Birkenhead waterfronts;
- There is a dense settlement pattern of housing and large-scale industry. This is primarily an urban landscape reflecting major industrial, commercial and residential expansion from the 18th century onwards. The built environment is characterised by a mix of red brick and sandstone within the city and a diverse range of modern materials in the outlying suburbs. Traditional building materials are timber frame;

- The city of Liverpool is a diverse historic and cultural centre with a strong identity, many iconic buildings, including the two famous cathedrals, the Royal Liver Building and the Liverpool Pier Head, and various waterfront regeneration developments. The 19th- and early 20th-century architecture reflects the wealth of Liverpool at this time. The historic centre and docklands of Liverpool Maritime Mercantile City are a World Heritage Site;
- The ring road<sup>11</sup> marks the general extent of Victorian Liverpool. Outside the ring road, the majority of development is post-war housing with some areas of farmland, golf courses and parkland associated with country houses. Many of the city edge settlements function as commuter settlements for the immediate proximity of Liverpool and the wider Liverpool and Manchester region; and
- The high densities of population and busy transport network result in urban areas having low tranquillity, with the open spaces and canals offering areas of relative tranquillity locally. A sense of tranquillity may still be associated with the area's significant parkland heritage. A sense of tranquillity, space and light is also provided by the coast and estuary, together with more local green spaces, Local Wildlife Sites and Local Nature Reserves.

4.2.5 The NCA profile also describes the 'landscape through time' with pertinent points made as follows:

- The 12th to the 16th centuries saw the development of towns and villages in Merseyside. Liverpool was an agricultural village up until the 16th century. Its role remained that of a market town, although its maritime dimension grew, especially in the 17th century. By the later 17th century, there was a notable shift towards a maritime, mercantile economy;
- The development of Liverpool was influenced by the physical characteristics of the Mersey shoreline. The construction of the Old Dock in 1715 in a natural tidal pool off the River Mersey prompted a massive expansion of docks along the shoreline. These were all built on reclaimed land, either extending out into the Mersey or into the pool;

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<sup>11</sup> Ring road is taken to be the A5058 located 1.95 km to the north of the site at its closest point.

- In response to the Industrial Revolution in Lancashire, Yorkshire and the Midlands, the docks expanded rapidly, with increasing demand for Cheshire salt and Lancashire textiles, coal, pottery and metal goods. The port became a focus of trade with the Caribbean, North America, South America, Africa and the Far East. The ever-increasing volume of cross-Atlantic shipping and demand for berthing space led to the development of docks and associated warehouses;
- In the 18th century, the expansion of trade demanded the rapid building of warehouses around the docks at the expense of housing. The working population tended to live in the cellars of the warehouses. It was not until the 19th century that there was any significant expansion in the housing stock;
- Historically, field systems were more visible in the landscape, even as late as 1939. Liverpool was heavily bombed during the Second World War, and a large part of the city destroyed or severely damaged. This contributed to severe post war housing shortages... In the 1960s a new and vibrant pop culture spawned in Merseyside, foremost of which was the role played by the Beatles;
- This period of growth came to a sudden halt in the 1970s. Housing policy switched from the huge slum clearances towards the improvement of older houses. In the 1970s the ports, not able to adapt to the introduction of containerisation, lost much trade and, as a consequence, became redundant, leaving large areas of derelict land and many of the docks abandoned; and
- In the late 20th and early 21st century, the Merseyside conurbation experienced new growth through leisure and tourism developments. Some docks are still involved in shipping. The working docks have significantly increased the amount of freight and cargo landed. Those that closed are still culturally important, with some used for socialising, museums and art galleries such as Tate Liverpool, shopping and sports. In 1984, Liverpool hosted the country's first International Garden Festival, regenerating a former household waste site on land adjacent to the River Mersey. The Maritime Mercantile City in Liverpool was awarded World Heritage Site status in 2004 and in 2008 Liverpool was nominated the European Capital of Culture. Many of the area's parks have undergone regeneration and offer a wide range of facilities and opportunities for residents and visitors alike.'

4.2.6 Within the 'Opportunities' section, the following statements of environmental opportunity (SEO) are of relevance to the site:

- 'SEO 1: Conserve and enhance natural assets, including the River Mersey, managing the estuary and coast sustainably while celebrating the rich maritime heritage, improving the landscape, promoting sense of place, providing habitats for wildlife and bringing multiple benefits for people; and
- SEO 4: Provide opportunities for people to understand the natural and historic character of the Merseyside Conurbation NCA, conserving heritage, reinforcing sense of place, providing opportunities for recreation and interpretation, and enabling people to access and enjoy the distinctive environment.'

## Historic Landscape

- 4.2.7 As previously discussed, the site is located within a designated World Heritage Site and the Stanley Dock Conservation Area. Associated with the historic environment are many Listed Buildings and Scheduled Monuments.
- 4.2.8 The LCA recognises the history associated with Liverpool and states *"Renowned for its strong maritime history, the Merseyside Conurbation NCA's history is integral to its importance as an international visitor destination. Many heritage assets are accessible. Liverpool Maritime Mercantile City was given World Heritage Site status by UNESCO in 2004."*

## Visual & Sensory Aspect

- 4.2.9 Liverpool is visually varied with a strong sense of place due to its historical and cultural assets. The centre of the city is typically busy but away from the centre, towards the less developed coastline and docks, including the area around the application site, and within the numerous parks within and surrounding the city, there is an increased sense of peacefulness, which in the case of the site and immediate environs is brought about by the derelict nature of the former dockland townscape. The open landscape of the River Mersey allows for a sense of tranquillity to be experienced beyond the city centre.

## 4.3 County and District Level Landscape Assessments

- 4.3.1 There is no published stand-alone Landscape Character assessment of relevance to the site due to the urban nature of the local landscape, however, the draft Liverpool Local Plan 2018 includes City Centre Character Areas. The site is located within The Waterfront and Its Fringes character area as shown on **Figure LA04-1**. A description of the area is provided as follows:

*"The area is a major asset of significant architectural and historic importance. The City has one of the longest and most recognisable waterfronts in the UK, and it has the largest and most complete system of historic docks anywhere in the world. It has been transformed over the last decade, focussed on Kings Dock (through the creation of the ACC Liverpool, supporting hotels and leisure uses) and the Pier Head (Museum of Liverpool; Mann Island; the canal link and Pier Head public realm). Other areas though have suffered economically during the same period, in particular the Albert Dock, although this is now showing signs of recovery... Almost the entire Waterfront is situated within the World Heritage Site or its buffer zone. Its remarkable history as an international seaport, its impressive historic environment and its cultural heritage make Liverpool's Waterfront and large areas of the City Centre of outstanding universal value to the international community and justified its designation as a World Heritage Site. The Waterfront includes the following areas [inter alia]:*

*Princes Dock, Princes Half-tide Dock to Bramley Moore Dock– Located north of Pier Head, these docks comprise a partially completed mixed-use development of modern office, residential and leisure uses with ancillary retail. These docks have been grouped together with King Edward Industrial Estate through the Liverpool Waters application, thereby creating closer links with the City's Commercial District. The Liverpool Waters proposal is seeking to regenerate a 60 hectare site from Princes Dock to Bramley Moore Dock to create a high quality mixed use waterfront development. It is included within the Mersey Waters Enterprise Zone".*

4.3.2 A summary of the nature of the other docks located within the character area is also set out, alongside the strategic regeneration area of Ten Streets, which is located to the south east of the site.

4.3.3 Each of the City Centre Character Areas has a set of key planning issues described within the Draft Local Plan. In relation to The Waterfront and Its Fringes the key planning issues are:

- *"Maximising investment opportunities within the Ten Streets area;*
- *Improving connectivity within the Waterfront and with other parts of the City Centre;*
- *Enhancing the use of the waterspaces for recreational uses;*
- *Ensuring opportunities for further investment are maximised;*
- *Ensuring that any proposals safeguard those elements which contribute to the Outstanding Universal Value of the World Heritage Site as well as conserving and*

*enhancing the significance of the City's other heritage assets;*

- *Supporting the interpretation of the historic environment”.*

4.3.4 The TVIA study area also covers the following other city centre character areas:

- Main Office Area (inc. Old Hall Street and Pall Mall);
- Pumpfields (inc. Leeds Street and Vauxhall Road);
- Main Retail Area (inc. Liverpool ONE, Cavern Quarter, Bold Street);
- The Creative Quarter (inc. Ropewalks, Chinatown and Baltic Triangle);
- St George's Quarter (inc. William Brown Street, St George's Hall and St John's Gardens);
- Knowledge Quarter (inc. London Road District Centre, Fabric District, Islington, Universities); and
- The Cultural Quarter (inc. Hope Street, Canning, Cathedrals).

## Scope of assessment

4.3.5 Analysis of the ZTV at **Figures LA07-1 and LA07-2** determines that of the above listed City Centre Character Areas, ZTV coverage is only found within The Waterfront and Its Fringes, in which the site is located, and the Main Office Area where ZTV coverage is very limited in nature. The Waterfront and Its Fringes Character Area is a long, narrow character area split into two parts by the Main Office Area. Further analysis of the ZTV at **Figure LA07-1** shows that there is no intervisibility between the proposed development and the part of The Waterfront and Its Fringes character area located south of the Main Office Area, and as such this TVIA only considers potential effects upon the townscape of the northern section of this character area, which extends from Princes Dock to Sandhills Lane.

4.3.6 As there is no intervisibility or visual connection between the site and the majority of the above listed City Centre Character Areas, the only City Centre Character Areas taken forward for consideration within this assessment are the northern part of The Waterfront and Its Fringes and the Main Office Area. These character areas are shown on **Figure LA04-1**.



## Baseline townscape character

4.3.7 The City Centre Character Areas set out within the Draft Local Plan are largely based on land use and The Waterfront and Its Fringes character area covers a large area of land, much of which is located at distance from the urban area in which the site is located.

4.3.8 The WHS SPD sets out six character areas, all relating to the six Conservation Areas that form the WHS. The site is located within Character Area 3 – Stanley Dock Conservation Area. The SPD describes Character Area 3 as follows:

*"Character Area 3 encompasses a number of surviving areas of historic docks, part of the Leeds and Liverpool Canal and the dock wall. The docks in the northern part of this area were mainly built in the 1840s, although Princes Dock and Waterloo Dock were opened in 1821 and 1834 respectively. Stanley Dock and Waterloo Dock retain much of their associated warehousing and Salisbury Dock retains granite dockyard buildings, landmark groups of buildings in their own right. To the east of Stanley Dock, the ground rises to the Leeds and Liverpool Canal, linked to Stanley Dock by a series of four locks".*

4.3.9 It goes on to state that *"Within the WHS, original dockyard surfaces and dock walls often survive and there are areas where groups of buildings retain their historic character. Hard surfaces, edges, stock brick, stone and iron define the character of the area. The dock wall and the way it defines the relationship between the docks and the city are significant aspects of the character of this area, the dockyard wall often underscoring views towards the city from the docks"*

4.3.10 Within the TVIA study area there are also a number of other WHS SPD Character Areas. Of particular note to the assessment, due to close proximity and ZTV coverage, is Character Area 4 - Castle Street Conservation Area. The following extract provides a summary of the character of the Conservation Area:

4.3.11 *"Character Area 4 encapsulates the historic commercial and civic centre of the city. It contains a dense concentration of historic buildings that reflect the medieval origins of the city and its growth and development over the course of the 18th, 19th and 20th centuries.*

- 4.3.12 *The architecture of the area has generally been of the highest quality, often displaying virtuosity and innovation, and in many cases was designed by the most accomplished British architects of their age.*
- 4.3.13 *Examples of such buildings include Tower Buildings, the Royal Insurance Building, Oriel Chambers, 16 Cook Street, the City Building and the Cotton Exchange. The range of architectural styles also adds to the variety of the city centre and its skyline, which is characterised by its many turrets, towers, cupolas and domes.*
- 4.3.14 *The area also contains the city's key civic buildings and commercial and financial institutions. The 18th century Town Hall being an example of the quality of civic architecture in the 18th and 19th centuries. It also marked Castle Street out as the commercial heart of the city. The significant civic, commercial and financial institutions that appeared along the streets to the east and west of Castle Street, such as Dale Street, Water Street, James Street, Lord Street and Victoria Street, reinforced the primacy of Castle Street and the surrounding streets as the commercial core of the city.*
- 4.3.15 *The historical economic pressures to build larger, grander buildings meant that early and smaller scale buildings now only survive on the periphery, in the side alleys and at the east end of Dale Street - a few important fragments of Georgian Liverpool survive along Dale Street, such as the shops at the junction with Cheapside, and these have value in providing evidence of this layer of townscape and history. Development pressure has also led to buildings being built on relatively narrow plots and virtually no buildings stand below 3 storeys high. Even in the case of long warehouse elevations the historic gables that front onto the narrow streets give the impression of tall narrow frontages. Buildings throughout the area front directly onto the pavement and where this is not the case this usually detracts from historic character.*
- 4.3.16 *One feature of the area is the hierarchy of streets, with principal through routes and narrow side streets often in irregular patterns, which preserves the medieval street pattern. Examples of the latter include Sweeting Street, Leather Lane, Hackins Hey and Quaker's Alley. Castle Street, Water Street, Dale Street and Old Hall Street are medieval streets that have been widened in the late 18th and 19th century, while Victoria Street was cut through in the 1860s. Where narrow streets are not medieval, they generally reflect the locations of the rear warehouses attached to commercial buildings with grander facades.*

4.3.17 *Twentieth century development in the area has generally enriched its character, with the use of high quality stone facades and Art Deco and modernist influenced buildings. There are however a number of poor buildings and open spaces where former buildings once stood, that degrade the historic character of the area. Many of the new buildings around the edges of the Character Area are of high quality and contribute to the historic character of the city centre."*

4.3.18 Alongside the existing documentation with regards to the character of the site and the surrounding study area, a site-specific appraisal of townscape character has also been undertaken, as set out at section 4.6 below.

4.3.19 It is noted that the WHS SPD does not consider the townscape out with the defined Conservation Area boundaries and so it has been considered necessary to determine smaller, site specific character areas that relate to local townscape beyond the boundary of Character Area 3. Following site observations, a number of other local character areas have been identified as listed below and as shown on **Figure LA04-2:**

- Residential Docks;
- Industrial Docks; and
- Ten Streets and Wellington Park.

4.3.20 The **residential docks** character area covers land between Princes Half Tide Dock and Salisbury/Collingwood Docks and includes Trafalgar Dock and West Waterloo Dock. This area forms the Central Docks neighbourhood of the approved Liverpool Waters masterplan (LPA ref. 100/2424 – latest non-material amendment being ref. 19NM/1121) for residential-led mixed-use development with open space. Contemporary residential development has been completed at Jesse Hartley Way, off Waterloo Road, north of Waterloo Warehouse. The development so far features two residential towers known as Quay Central and Park Central; Park Central is under construction and is discussed further within the cumulative assessment. The remainder of the character area is formed by the redundant dockland, which is primarily an expanse of open and exposed hardstanding that forms a large construction site.

4.3.21 The **industrial docks** character area covers the dockland area north of Bramley-Moore Dock, from Sandon Half Tide to Canada Dock. This series of dock waterbodies increases in size as one moves north away from the site towards the Liverpool administrative boundary with Sefton, creating a sense of a large scale, expansive, working character that is exposed to the River Mersey. The docks are industrial in use, with large scale buildings and silos present,

such as the wastewater treatment works directly north of the site. The Port of Liverpool windfarm is also a landmark feature on the dockside at Huskisson Dock.

- 4.3.22 The **Ten Streets and Wellington Park** character area covers two areas of the townscape that encloses the Stanley Dock complex (part of the Stanley Dock Character area) to the north and south respectively. The street pattern within the character area is geometric in nature, forming a distinct grid pattern between Regent Road and the railway line. The A5054 (Boundary Street and Blackstone Street) forms a primary route through the area, located directly east of the site. The industrial area comprises a mix of traditional red brick buildings and modern steel structured units. The Ten Streets area is in industrial decline and is subject to a proposed mixed-use regeneration strategy. The scale of the streetscape is small, with narrow roads between the tall buildings. In comparison, the Wellington Park area has a lower built density, particularly as one moves north away from the Stanley Park complex, with greater inclusion of greenspace.
- 4.3.23 The WHS SPD does not include any of the residential areas beyond the city centre and the City Centre Character Areas defined within the Draft Local Plan. Whilst most of the residential areas of the Liverpool district are located at distance, and are disassociated from the site and its local environs, there are residential areas located in relative close proximity to the site from where there is an appreciation of the townscape character of the docklands. The residential areas of Vauxhall, Kirkdale, and Everton, as shown on **Figure LA04-2**, form individual character areas for consideration within the assessment. A brief description of the existing character of the areas is provided below.
- 4.3.24 **Vauxhall** is located to the immediate east of the Ten Streets area of Liverpool and to the immediate south of Wellington Employment Park. The area generally comprises low rise terraced and semi-detached dwellings within a well landscaped setting. The Leeds-Liverpool Canal forms an attractive feature within the area. Intervisibility with the adjacent industrial areas of Liverpool is limited by the presence of the railway line that passes on a brick built viaduct to the immediate west, but as the land rises with distance to the east, there are channelled views towards the northern Liverpool Docks along the linear street pattern.
- 4.3.25 The residential area of **Kirkdale** is located to the immediate east and north east of Liverpool Docks, separated by the presence of the Leeds-Liverpool Canal and a railway line. The area comprises traditional red brick, two storey terraces with areas of public open space. There is a high degree of intervisibility with the adjacent industrial area to the west and south west from the south western edge of Kirkdale, namely along the road corridors of Melrose Road and

Commercial Road.

4.3.26 **Everton** is a residential area located on higher ground to the east of Liverpool city centre. Everton Brow forms a distinctive ridge in the landscape located approximately 2 km to the east of the site from where there are panoramic views over Liverpool city centre, across the River Mersey and towards Wirral. The area in which there is a high degree of intervisibility with the northern docks comprises a mix of traditional red brick terraces and semi detached dwellings alongside contemporary town houses and apartment blocks. Everton Park forms a large area of public open space on the western edge of the area.

4.3.27 The TVIA assesses the likely effects of the proposed development upon the townscape character of these three residential areas.

4.3.28 A Historic Landscape Characterisation Project<sup>12</sup> has also been undertaken and was published in December 2011. The site is located within the Broad Character Type 'Industrial' and the Sub Type 'Docks and Port Related Industry'. This character sub type forms 19.59% of the Liverpool's industrial sites and the site is located within an area that dates back to the 'Industrial Revolution 2' (1836 – 1900) Broad Period.

4.3.29 The historic characterisation project does not provide key characteristics of the identified character type and sub types, but it does provide a brief description of each broad type with the Docks and Port Related Industry broad type stated as:

- *'this will cover site types such as on-loading and offloading of cargo, timber yards, sugar houses, rope walks, sail makers, ship building and repair etc'.*

4.3.30 The document also describes each of the docks that form the sub type, including the dock in which the site is located. The description is as follows:

- *'Bramley Moore Dock (1848-1988) shipped coal from the Lancashire coalfields. A high-level railway opened in 1857 to help move both bunker and cargo coal. The dock has been classified as a Port and Dock Related Industry Sub Type'.*

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<sup>9</sup>[https://archaeologydataservice.ac.uk/archives/view/merseyside\\_hlc\\_2012/downloads.cfm?site=Liverpool&CFID=345ad56b-3186-4660-a701-c7ddca5c97bb&CFTOKEN=0](https://archaeologydataservice.ac.uk/archives/view/merseyside_hlc_2012/downloads.cfm?site=Liverpool&CFID=345ad56b-3186-4660-a701-c7ddca5c97bb&CFTOKEN=0)

- 4.3.31 Appendix 11 of the document sets out Key Management Issues relating to the Docks and Port Related Industry sub type. Key management issues of relevance to this assessment are the set out below.

## Historic landscape threat

- 4.3.32 *'Significant impact on the landscape owing to the large scale of port sites and individual buildings. Large commercial sites are often associated with wider industrial landscapes including disused industrial land. Some areas already recognised as of international significance as part of Liverpool's World Heritage Site'.*

## Threats

- 4.3.33 *'Wholesale site clearance and redevelopment, resulting in total loss of / damage to archaeological and historic evidence and character. Piecemeal redevelopment, leading to a gradual erosion and loss i.e. partial in-filling of docks. Alterations to the appearance of remaining historic buildings, leading to the erosion of historic character. Alteration of historic settings by the inappropriate redevelopment of sites in the surrounding area. Older buildings can be costly to maintain or to upgrade for modern commercial use, and are therefore at risk of redundancy, leading to deterioration and eventually demolition'.*

## Opportunities

- 4.3.34 *'The extent of surviving dock and port related industrial and commercial sites with historic significance could be identified through a programme of assessment and survey. Incorporate below and above ground archaeological structure into redevelopment schemes. Warehouses and other buildings identified as being of historic or architectural significance, including good or rare examples that have retained original fixtures, fittings and decoration and external surface materials and walls, should be retained. Historic buildings that have become redundant may be suitable for conversion and re-use. The historic maritime heritage can be promoted as a focus for community-based projects'.*

## Management recommendations

- 4.3.35 *'Historic buildings and structures that are neither listed nor in a Conservation Area but are nonetheless of local interest can be placed on a 'local list' which acknowledges this interest Where good legibility of historic character exists, there should be enhancement through*

*positive management, including restoration where appropriate, and protection through the planning process. This might include maintaining the historic urban structure within new development, e.g. road networks, boundaries, respecting urban grain, form and legibility, maintaining identity of street frontages. Memories of historic identity could be retained in street naming, public art etc. Where planning permission is subsequently granted for development affecting historic maritime industrial sites and areas, conditions should be attached where appropriate to ensure that provision is made for the investigation of the site's archaeological potential and for the preservation in situ or recording of any archaeological deposits that are encountered. Awareness of issues relating to the importance of historic should be promoted and should feed into Local Development Frameworks, Parish Plans and Spatial Strategies'.*

- 4.3.36 The Historic Landscape Characterisation Project provides useful baseline information with regards to the historic industrial use of the site and study area, but as the Liverpool City Character Areas establishes a contemporary baseline against which to assess the proposed development, the Historic Landscape Characterisation Project is not considered further within the assessment.

## 4.4 Conservation Area Appraisal

- 4.4.1 The application site is located within the Stanley Dock Conservation Area which was designated in 2002. The Conservation Area includes the dock boundary wall (on Regent Road), the Stanley, Salisbury and Collingwood Docks, a section of the Leeds Liverpool Canal, and the Victoria Clock Tower. It is described in detail within section 4.3.7 above.
- 4.4.2 The design guidance associated with Stanley Dock Conservation Area includes for the Dock Wall and its setting to be retained, repaired and preserved wherever possible. However, it states that exceptions may be made to allow for the creation of larger public squares or access over the wall subject to satisfactory design.
- 4.4.3 The urban grain of the Conservation Area is discussed in terms of the tight arrangement of streets west of Great Howard Street. However, this is not applicable to the site. The historical active nature of the Docks is also discussed and the ambition to create active street frontages and an animated street level are highlighted. Further improvements to the street scene are also covered in relation to road corridor improvements along Waterloo Road and Great Howard Street, which are located to the south and south east of the site respectively.

- 4.4.4 In terms of the dock water spaces, the WHS SPD states that development should build upon the opening of the canal link made to the Leeds Liverpool Canal in 2009. This link is located to the south of the site within Stanley Dock. Any development on the quaysides should aim to retain, conserve and enhance the dock wall structures.
- 4.4.5 Public realm is highlighted to be an important feature in any development within Character Area 3. A network of high quality public rights of way should be created around the quaysides to promote accessibility. The use of materials within proposed development is also discussed, and all historic materials should be retained, conserved, or replicated where the historic character of the docks still survives.
- 4.4.6 The Liverpool Waters development is also discussed in terms of development opportunities with reference to Section 4: General Guidance for Development. This section discusses design guidance, public realm, views to, from and within the WHS, riverside development, tall buildings, and dock water spaces.

## 4.5 Site-specific Appraisal

### The townscape of the site

- 4.5.1 The application site was accessed in September 2019, in advance of the original assessment (it has not been considered necessary to revisit), via a guided visit as the site is not publicly accessible and is not readily visible from the immediate locality due to the presence of the Regent Road dock wall and surrounding industrial built form. The site is currently actively in use by existing businesses, which limited the extent of access. Nevertheless, a sufficient appreciation of the site and its character was gained to enable the effects to be assessed. A photographic record of the site and its key features is presented at **Appendix 5**.
- 4.5.2 The site is currently used by several differing businesses for commercial/ light industrial use and leisure use (nightclub – used infrequently for events). There is a single storey, linear, red bricked warehouse located on the southern quay of Bramley-Moore Dock that houses a dock security/tugboat operator. The majority of the warehouse is used as an events/nightclub space. The dock waterbody is used to moor tugboats and was also used in relation to a marine sand extraction business until August 2019. The north eastern dock entrance is formed by a close boarded timber gate.



- 4.5.3 The dock waterbody is not a readily perceptible feature from the surrounding townscape, it is almost completely enclosed by built form and the Regent Road dock wall. The waterbody can only be appreciated at close distance from publicly inaccessible locations within the site and from the adjacent undeveloped Nelson Dock, which also does not have public access. However, the waterbody could be appreciated from moving ships/ferries that pass the site to the west and may also be noticeable from the more distant residential apartments where views across the docks are possible, seen in the context of the wider dock complex.
- 4.5.4 The eastern part of Bramley-Moore Dock, is a well frequented, utilitarian, working area that has been used for light industry and a dock security business (refer to **Appendix 5 Photo 2**). There is also a high sense of enclosure due to the presence of the Regent Road dock wall, security fences and the warehouse on the southern quay of the dock. In contrast, the western part of the dock is open and exposed to the River Mersey (the western dock wall is low in nature) and there is a sense of abandonment, which largely stems from the disused dock features, with large areas of open hardstanding, notwithstanding the presence of Victoria Tower which stands in isolation to the south west of the site (refer to **Appendix 5 Photo 7**).
- 4.5.5 The townscape character of the site is heavily influenced by the industrial buildings that are present within the site, as well as those that can be seen beyond, particularly the adjacent wastewater treatment works which comprises tall steel grey buildings and silos that have been built upon the infilled Wellington Dock. Intervisibility with the redundant Nelson Dock to the immediate south also has influence upon the perception of the site, particularly its former industrial use that is now in a state of disrepair. Stacked piles of building materials, largely wood, form one of the few features of Nelson Dock which occupy the two areas of hardstanding to the east and south of the dock waterbody, as seen at **Appendix 5 Photo 6 & 7**.
- 4.5.6 The prominent Grade II listed Regent Road dock wall, which forms the eastern site boundary is a reminder of the former industrial use of the site and creates a strong physical feature within the site. The c. 4m tall wall, built from irregular shaped blocks of granite, runs along the length of Regent Road from opposite Sandhills Lane to the north of the site to Collingwood Dock to the south. The continuation of the dock wall in the locality creates cohesion in character and provides a sense of place. Each of the dock wall openings is marked by a feature such as a turret or tower with heavy wooden gates (**Appendix 5 Photo 4**) and the dock names are marked by wall plaques (**Appendix 5 Photo 3**) The presence of the Hydraulic Tower within the site is also a reminder of the dock's former use. The red brick built

tower is in a significant state of disrepair, which contributes to the sense of a rundown nature within the site (**Appendix 5 Photo 4**).

- 4.5.7 In contrast to the sense of decline in the locality, construction works at the Stanley Dock complex (ongoing residential conversion work) provide an indication of urban renewal. The upgrading of Regent Road to incorporate a cycleway has improved the aesthetics of the local streetscape through the industrial area, particularly the nearby Ten Streets area.
- 4.5.8 Ten Streets is a linear series of streets located between Regent Road/Waterloo Road and Great Howard Street, comprising a mix of red brick built warehouses and brick and sheet metal roofed industrial units with parked vehicles to both sides of the narrow streetscape, creating an enclosed and somewhat cluttered aesthetic. The Ten Streets area is subject to a proposed strategic policy to regenerate the largely run down area.
- 4.5.9 Overall, Bramley-Moore Dock is a vacant dock with some limited use, largely in relation to tug boat mooring and infrequent nightclub use. The dock is utilitarian in character, with a sense of openness, exposure, and decline experienced on the western (waterfront) side to the dock. In contrast the eastern side of the dock has a greater sense of enclosure provided by the Regent Road dock wall and adjacent built form. It should be noted that there is no existing vegetation within the site other than self sown ruderal species.

## **Features of the site**

- 4.5.10 The key features of the site are considered to be:
- The Grade II listed dock walls;
  - The Grade II listed Regent Road wall
  - The dock waterbody;
  - The Hydraulic Engine House (Grade II listed); and
  - Other existing structures within the site, including the warehouse on the southern quay and disused red brick sheds.

## Characteristics and aesthetics

- 4.5.11 The character of the site is industrial in nature and is typical of the local environs. The primary materials are stone, brick and steel, which are typical of the locality and reflect the industrial heritage of the docks.
- 4.5.12 As already discussed, there is a sense of openness within the western part of the dock, as although the River Mersey dock wall is a robust feature of height, there are views available over it towards the Wirral. A sense of enclosure is however provided in the eastern part of the site by the presence of the Regent Road dock wall that forms the eastern site boundary, the Bramley-Moore Warehouse on the southern boundary of the site, and the wastewater treatment works located to the immediate north.
- 4.5.13 There is a perception of under use and redundancy within the western part of the site. This, in part, arises due to the level of intervisibility with the redundant Nelson Dock to the immediate south, which exerts an influence upon the aesthetics and perception of character of the site. The eastern part of the dock is influenced by its working nature, but the Hydraulic Engine House is derelict and this is perceptible from beyond the Regent Road dock wall.
- 4.5.14 In comparison to the predominantly redundant nature of Nelson Dock, there is also intervisibility with the regeneration works associated with the Stanley Dock complex to the south east of the site, beyond Regent Road. The Stanley Dock Northern Warehouse has been renovated to form the Titanic Hotel and the Tobacco Warehouse is undergoing regeneration to form residential apartments. This regeneration maintains the industrial heritage of the dock complex whilst introducing contemporary viable uses.

## Summary

- 4.5.15 Overall, the site is industrial in nature and is typical of the local environs. The site is used relatively infrequently for light industrial activities and leisure (nightclub events). The main features of the site are the built structures such as the dock walls and Hydraulic Engine House. The townscape of the site is in decline and this can be perceived by the declining nature of the derelict Hydraulic Engine House, which can be seen above Regent Road dock wall from the wider environs. The majority of the site is not publicly accessible and thus is only seen at distance, from where it is perceived as part of the wider surrounding industrial context.

## 4.6 Public Access

- 4.6.1 As the site is under private ownership there is no public access within the dock walls. It is possible to enter the site at the turreted entrance at the south eastern corner of the site, but the extent of access is limited by further security gates within the dock itself.
- 4.6.2 The site is bounded to the immediate east by the A5054 Regent Road and this provides the closest publicly accessible location to the site, along its eastern boundary. It is possible to access the site by boat via the docks located to both the north and south of the site, but such access is private.

## 4.7 Future townscape baseline

- 4.7.1 Peel Land & Property secured outline planning permission (LPA ref. 10O/2424 – latest non-material amendment is ref. 19NM/1121, further non-material amendment reference 20NM/1801 is currently pending determination) in 2013 for a mixed-use development comprising a maximum of 1,690,000m<sup>2</sup> of mixed use including 9,000 dwellings and 310,000m<sup>2</sup> of office space (figures rounded). The site stretches from Princes Dock in the south to Bramley-Moore Dock to the north. The timeframe for full delivery of the scheme at the time of planning application was 2041 (Bramley-Moore and Nelson Docks being the final phase).
- 4.7.2 Developments which have been consented at Princes Dock and the Liverpool Waters site since planning approval include several standalone applications, including The Lexington (16F/1370 & 17F/2056: 325 apartments), Quay Central and Park Central (17F/1628 2 blocks of 237 apartments), Liverpool Cruise Liner Terminal (17O/3230 & 19RM/1037), Cruise Liner Hotel (19F/1038), Plaza 1821 (17F/0913), Hive City Docks (20F/1203), and Isle of Man Ferry Terminal (18F/3231).
- 4.7.3 Further to the granting of outline planning permission, Peel Land & Property submitted a series of discharge of conditions applications, reserved matters and non-material amendment applications in relation to Liverpool Waters. A neighbourhood masterplan for the Central Docks was submitted (ref: 19DIS/1315) in accordance with the requirements of the planning conditions attached to the outline planning permission and was discharged in late November 2019.

- 4.7.4 The future baseline scenario of the Liverpool Waters Permission (LPA ref. 20NM/1801 – non-material amendment of the original outline consent ref. 100/2424) 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.
- 4.7.5 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. No further assessment is provided within this TVIA. However, section 17.6 of the ES technical chapter provides a summary of the findings of the Liverpool Waters LVIA (November 2011) and provides a comparative assessment for all relevant townscape and visual receptors considered within this TVIA. The non material amendments to the application post 2010 are not considered to alter the findings of the 2010 LVIA. No further assessment is provided within this TVIA but a summary of the Liverpool Waters LVIA is provided within Section 17.6 of the ES technical chapter and a comparative exercise has been undertaken for relevant receptors. The Liverpool Waters (2010) visualisations relevant to this assessment are provided in **Appendix 7** for reference purposes.

## 4.8 Townscape Baseline Summary

- 4.8.1 The application site is located within the northern docks of Liverpool and comprises areas of hardstanding surrounding the waterbody at Bramley-Moore Dock. A linear warehouse forms the southern part of the site, with the eastern boundary enclosed by the Regent Road dock wall. A wastewater treatment works provides enclosure to the immediate north. The western boundary is formed by the River Mersey wall. There is no existing vegetation within the site apart from self sown ruderal species.
- 4.8.2 The desk based study, analysis of the ZTV at **Figures LA07-1 and LA07-2** and site based analysis have identified the following elements to be considered in the assessment of potential townscape effects:
- The Bramley-Moore Dock waterbody and associated dock walls (Grade II listed);
  - Regent Road dock wall (Grade II listed);

- Existing Hydraulic Engine House (Grade II listed);
- Existing disused red brick industrial buildings within the site;
- National Character Area 58: Merseyside Conurbation;
- 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 Character Area;
- Industrial Docks Character Area;
- Ten Streets and Wellington Park Character Area;
- Vauxhall Residential Character Area;
- Kirkdale Residential Character Area; and
- Everton Residential Character Area.

## 4.9 Townscape Value

4.9.1 The characteristics, sensitivities and guidelines in the existing character assessments at national and local level and the site-specific analyses carried out for the purposes of this TVIA were taken into account as indicators of the aspects of the landscape important to the character, and evaluated according to the following criteria:

Table 4.4 Indicative criteria to determine townscape value

Value	Criteria
High Value	<p>Townscapes subject to international, national or local designations, <b>and</b> non-designated landscapes where the following considerations apply:</p> <p>Areas of landscape whose character is judged to be intact and in good condition;</p> <p>Scenic quality, wildness or tranquillity, and/or natural or cultural heritage features make a particular contribution to the landscape;</p>

Value	Criteria
	<p>There are important cultural and artistic associations;</p> <p>They are representative of typical character of the area or have a character or elements that are valued for their rarity;</p> <p>Particular components may be identified as important contributors to the landscape character;</p> <p>The landscape is valued for recreational activities where experience of the landscape is important.</p>
Low Value	<p>Areas of landscape whose character is in poor condition;</p> <p>Scenic quality, wildness or tranquillity, and/or natural or cultural heritage features are not key characteristics of the landscape;</p> <p>Cultural and artistic associations are absent;</p> <p>They are not representative of typical character of the area, but are also not valued for rarity;</p> <p>Particular components may be identified as important contributors to the landscape character;</p> <p>There is little scope for recreational activities where experience of the landscape is important.</p>

4.9.2 Where the value falls between high and low, the level of value is "medium".

4.9.3 The features/elements/characteristics identified as important or "key" to the townscape character of the application site and study area are:

- The **Bramley-Moore Dock waterbody and associated dock walls** (Grade II listed). Forms part of the continuation of dock waterbodies along Liverpool's northern waterfront, linking Sandon Half Tide Dock with Nelson Dock (albeit no physical link for shipping possible between Bramley-Moore and Nelson Docks due to an existing southern isolation structure); a primary element of the local townscape and a feature of the WHS and Stanley Dock Conservation Area. It is therefore considered to be of **high value**;
- The **Regent Road dock wall** boundary (Grade II listed). Highly notable feature that forms 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. The dock walls are considered to be of **high value**;

- The existing **Hydraulic Engine House** is a Grade II listed building dated 1883. It is 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 interest within the site and its construction is typical of the former industrial dock townscape. It is in a state of disrepair but due to its historic and cultural interest, it is considered to be of **high value**;
- There are two further existing **disused red brick industrial buildings** within the site, the 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 and so are considered to be of **low value**;
- The **National Character Area 58**: Merseyside Conurbation contains the World Heritage Site. 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. These all contribute to the **high value** of the national character area;
- The **Waterfront and Its Fringes** City Centre Character Area is considered to be of **high value**. It 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;
- The **Main Office Area** City Centre Character Area is considered to be of **high value**. 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;
- 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. It is considered to be of **high value**;

- WHS SPD **Character Area 4** – Castle Street Conservation Area is considered to be of **high value**. 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 Victoria 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.
- The **Residential Docks** Character Area features some surviving docks but is largely an area of redundant industrial land. The area is subject to extensive construction activity to create a new residential area with associated open space. The area falls within the buffer to the WHS. Overall the value is considered to be **medium**;
- The **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 allow for development at the wastewater treatment works. The value of the area is considered to be **low**;
- The **Ten Streets and Wellington Park Character Area** is considered to be of **medium value** as although it is 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;
- **Vauxhall** residential character area is considered to be of **medium value** as although it is a 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;
- **Kirkdale** residential character area comprises high density housing with limited incidental open space. The landscape condition is relatively poor and there a few indicators of higher value. Therefore, the value is considered to be **low**; and

- **Everton** residential character area comprises 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. On balance, value is considered to **medium**.

## 4.10 Effects on the Townscape

4.10.1 This section examines the nature and significance of the townscape effects arising as a result of the proposed development with reference to:

- effects on townscape fabric within the site, its features and qualities; and
- effects on townscape character, including consideration of effects on designated landscapes.

4.10.2 It should be noted that there is considerable overlap between the TVIA and Heritage matters and each focuses on its particular scope. While Chapter 18 in Volume II of the revised ES and the associated Heritage Statement address some of the same elements as the TVIA, it is as 'heritage assets' and assessing effects on their 'heritage significance'. The townscape assessment focuses on townscape features, qualities and character.

### Effects on Townscape Features Qualities

4.10.3 Effects of the townscape fabric may occur where there are either direct or indirect physical changes to the townscape. Direct changes to townscape fabric would only occur within the application site boundary.

### Effects on Townscape Character

4.10.4 The effect of the proposed development on townscape character will depend on the key characteristics of the receiving townscape; the degree to which the proposed development is considered consistent with or at odds with them, and how the proposed development would influence the townscape context, affected by:

- the distance from the site;
- weather conditions; and

- the 'fit' of the proposed development within the townscape pattern and characteristics.

## 4.11 Sensitivity

4.11.1 The sensitivity of townscape receptors is judged by considering their value, assessed in the baseline description above, and their susceptibility to the changes arising from the proposed development. The receptors, their value and susceptibility are set out in the following **Table 4.5**, with the resultant judgement of their sensitivity to the proposed development:

Table 4.5 Sensitivity of townscape receptors

Receptor	Value	Susceptibility	Sensitivity
<b>Fabric and Features within the site</b>			
Bramley-Moore Dock Waterbody and associated dock walls	High	The dock walls (Grade II listed) and waterbody are important elements in the character and aesthetics of the site and changes in them would affect the perception of the continuum of dock waterbodies along Liverpool's northern waterfront. The dock waterbody and associated dock walls are therefore are considered to be very susceptible to change.	High
Regent Road Dock Wall	High	The granite Dock Wall (Grade II listed) forms the eastern site boundary and is characterised by its near unbroken length along Regent Road, giving cohesion in character and sense of place. The two openings are marked by a feature such as a turret or tower. These characteristics are very susceptible to change due to partial removal or creation of further openings.	High
Hydraulic Engine House	High	The Hydraulic Engine House (Grade II	High

Receptor	Value	Susceptibility	Sensitivity
		listed) lies within the site boundary and is intended to be retained in the proposed development due to the attractiveness of its architectural features and character. It is therefore considered to be very susceptible to change due to development.	
Existing disused red brick industrial buildings	Low	All structures will need to be removed to accommodate the proposed development. They are therefore considered to be very susceptible to this development.	Lesser – although very susceptible, these buildings have little evidence of townscape value
<b>National Landscape Character</b>			
NCA 58: Merseyside Conurbation	High	As the site occupies such a small portion of this national character area, its loss or change is considered unlikely to alter the overall characteristics of the NCA and therefore considered to be not susceptible.	Moderate
<b>Liverpool City Centre Character Areas</b>			
The Waterfront and Its Fringes	High	There is potential for direct change within the northern part of the character area in particular* as the application site is located within it, which could result in loss of or change to elements and perceptual aspects important to its character. The townscape character is therefore considered very susceptible.  <i>* The southern part of the area is located at distance from the application site</i>	High

Receptor	Value	Susceptibility	Sensitivity
		<i>(beyond the intervening Main Office Area).</i>	
Main Office Area	High	There is potential for indirect change within this character area as new features will be introduced at distance within the adjacent character area (to the north west). However, ZTV coverage within the area is limited and the potential for this type of development to alter the characteristics of this character area is considered low. The Main Office Area is considered not susceptible.	Moderate
<b>WHS SPD Character Area</b>			
Character Area 3 – Stanley Dock Conservation Area	High	The proposed development is located within Character Area 3 and has the potential to directly alter the character of the area through the loss and change to features that are specifically typical to the area. Character Area 3 is considered very susceptible.	High
Character Area 4 – Castle Street Conservation Area	High	Castle Street Conservation Area is located directly south of the Stanley Dock Conservation Area. The introduction of new elements within the site has the potential to alter the townscape, but due to the distance beyond the character area and its densely built characteristics, the likelihood of a perception of change is considered limited. Character Area 4 is considered not susceptible.	Moderate
<b>Site Specific Character Areas</b>			
Residential Docks	Medium	The character area is located in close proximity to the site. The character area is	Moderate

Receptor	Value	Susceptibility	Sensitivity
		already undergoing great change due to regeneration works associated with the approved Liverpool Waters development. Further change beyond the immediate townscape is not considered to have the potential to negatively affect the character area, rather the contemporary architectural style is typical of the immediate townscape (built elements of Liverpool Waters). The character area is considered not susceptible.	
Industrial Docks	Low	The character area is located directly north of the site. The industrial nature of the docks does not have the potential to be greatly altered by the type of development proposed and the changes arising to the immediate south of the character area would not remove any key aspects as perceived from the large scale built up area. It is considered not susceptible.	Lesser
Ten Streets and Wellington Park	Medium	The character area is located directly east of the site. Changes within the development site have the potential to be perceptible from the character area but the underlying characteristics of the area would not be greatly altered by the type of development proposed. The new elements introduced into the site are also unlikely to be greatly incongruous to the industrial/commercial nature of Wellington Park in particular. The character area is considered not susceptible.	Moderate
Vauxhall	Medium	Development within the site would	Lesser

Receptor	Value	Susceptibility	Sensitivity
		introduce new features to the landscape character area. ZTV coverage within the Vauxhall area is patchy and therefore levels of intervisibility are low. The potential for the underlying characteristics of Vauxhall to be altered by the introduction of built form to the site is considered small when considered in the context of the existing surrounding mixed use townscape. Overall the character area is considered not susceptible.	
Kirkdale	Low	Development within the site will introduce new features to the landscape character area, However, ZTV coverage within the area is limited and thus the potential for underlying characteristics to be altered is low as such changes are unlikely to be widely perceived. Overall the character area is considered not to be susceptible.	Lesser
Everton	Medium	Development within the site will introduce new features to the distant landscape character area of Everton, Although there is ZTV coverage present along Everton Brow, with a high degree of intervisibility with the site from the western edge of the area, the distance between the character area and the site will lessen the likelihood of perceived alterations to its underlying characteristics. Overall the character area is considered not susceptible.	Lesser

## 4.12 Magnitude of Change

4.12.1 The magnitude of change has been considered during the construction of the development and for two scenarios during operation – match days (including major events such as concerts or other non-football sports) and non-match days. Decommissioning and year 15 have not been considered as described in section 4.1. Likely night time change on the landscape baseline has also been included below where relevant.

4.12.2 The key features of the development giving rise to changes in the townscape are described in detail in section 3.0 and can be summarised as:

- The proposed alterations to Grade II listed Regent Road dock wall;
- The infill of the waterbody at Bramley-Moore Dock and visual loss of a proportion of the associated dock walls;
- The repair, upgrade and change of use of the Grade II listed Hydraulic Engine House (renovation / restoration works to be subject to separate listed building consent submissions);
- The removal of other existing non-listed buildings and structures to facilitate development;
- Construction operations on site for a short-term duration (approximately 3 years);
- The construction of a 52,888 seated capacity stadium and associated infrastructure and landscape; and
- The presence of a 52,888 seated capacity stadium and associated infrastructure and landscape.

4.12.3 The degree to which aesthetic or perceptual aspects of the townscape are altered by these changes, or by the and structures associated with the development are identified in **Table 4.6** below.

Table 4.6 Assessment of Townscape Magnitude of Change

Receptor	Magnitude of Change
<b>Townscape Features</b>	
Bramley-	<b>Construction:</b> In order to facilitate the proposed development, the dock at



Receptor	Magnitude of Change
Moore Dock waterbody and associated dock walls	<p>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. The magnitude of change upon the dock waterbody and walls as a result of the construction phase of the proposed development is considered to be <b>medium</b>.</p> <p><b>Day time non match day:</b> 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. The change will occur at site level, over the long term. However, the direct loss of the waterbody and its dock walls to accommodate the proposed development is considered negative and will result in a <b>great</b> magnitude of change.</p> <p><b>Day time match day:</b> As day time non match day – <b>Great change</b>.</p> <p><b>Night time non match day:</b> As day time non match day – <b>Great change</b>.</p> <p><b>Night time match day:</b> As day time non match day – <b>Great change</b>.</p>
Regent Road Dock Wall	<p><b>Construction:</b> 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</p>

Receptor	Magnitude of Change
	<p>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 medium 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. The scale of the change will be small, at site level and its immediate context, and the duration will be short term. The magnitude of change as a result of the construction phase of the proposed development is considered to be <b>medium</b>.</p> <p><b>Day time non match day:</b> On the completion of the proposed development, the hoarding and barriers will be removed and the dock wall will appear to have a total of five openings, three of which will be the 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 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. The magnitude of change to the physical appearance of the dock wall as a townscape feature is considered to be <b>small</b>.</p> <p><b>Day time match day:</b> As day time non match day – <b>Small change</b>.</p> <p><b>Night time non match day:</b> As day time non match day – <b>Small change</b>.</p> <p><b>Night time match day:</b> As day time non match day – <b>Small change</b>.</p>
Hydraulic Engine House	<p><b>Construction:</b> 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 (under emergency Listed Building Consent). 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</p>

Receptor	Magnitude of Change
	<p>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. The direct magnitude of change upon the Engine House, as a landscape feature, during construction is considered to be <b>small</b>.</p> <p><b>Day time non match day:</b> 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. Therefore, the magnitude of change to the Hydraulic Engine House is considered to be <b>medium</b>.</p> <p><b>Day time match day:</b> As day time non match day – <b>Medium change</b>.</p> <p><b>Night time non match day</b> 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. The scale of change will be large as the feature is not currently lit, occurring at site level over a long term duration. Overall it is considered that the magnitude of change will be <b>great</b>.</p> <p><b>Night time match day:</b> As night time non match day – <b>Great change</b>.</p>
Existing disused red brick industrial buildings	<p><b>Construction:</b> 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</p>

Receptor	Magnitude of Change
	<p>considered negative due to the presence of construction works, vehicles and personnel. Therefore, the magnitude of change is considered to be <b>medium</b>.</p> <p><b>Day time non match day:</b> 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. The magnitude of change remains <b>medium</b>.</p> <p><b>Day time match day:</b> As day time non match day – <b>Medium change</b>.</p> <p><b>Night time non match day:</b> As day time non match day – <b>Medium change</b>.</p> <p><b>Night time match day:</b> As day time non match day – <b>Medium change</b>.</p>
<b>National Landscape Character Area</b>	
NCA58 Merseyside Conurbation	<p><b>Construction:</b> 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. Therefore, the magnitude of change during construction upon NCA58 is considered to be <b>negligible</b>.</p> <p><b>Day time non match day:</b> 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. The change is considered positive from day 1 of opening. In terms of the national character area as a whole, the magnitude of change as a result of the development is anticipated to be <b>negligible</b>.</p> <p><b>Day time match day:</b> As day time non match day – <b>Negligible change</b>.</p> <p><b>Night time non match day:</b> The effects of additional lighting to the large scale character area will not adversely affect the underlying characteristics of the NCA. The change will occur at the local level and will be small in size in comparison to the much larger NCA as a whole. The change would be <b>negligible</b>.</p> <p><b>Night time match day:</b> As night time non match day – <b>Negligible change</b>.</p>
<b>Liverpool City Centre Character Areas</b>	
The Waterfront and Its Fringes	<p><b>Construction:</b> The construction phase of the proposed development will occur within a townscape setting that already features numerous ongoing development projects, primarily within the southern part of Liverpool Waters (not within the northern part - Nelson Dock and BMD). 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</p>

Receptor	Magnitude of Change
	<p>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. The change will occur at a local geographical level, over a short term duration and at a small scale relative to the character area. The magnitude of change will be <b>small</b>.</p> <p><b>Day time non match day:</b> The proposed development will form a positive landmark feature within the northern docks, an area subject to urban regeneration. The stadium will 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. The change will occur at a local geographical level, over a long term duration and at a small scale relative to the character area. The magnitude of change will be <b>small</b>.</p> <p><b>Day time match day:</b> 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. The change will occur at a local geographical level, over a temporary duration and at a small scale relative to the character area. The overall magnitude of change will be <b>small</b>.</p> <p><b>Night time non match day:</b> The proposed development would introduce lighting into a relatively low light part of the character area in comparison to the lighting associated with 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 change will occur at a local geographical level, over a long term duration and at a small scale relative to the character area. The overall impact upon baseline characteristics will be <b>small</b>. The development would introduce a positive, landmark feature into the character area.</p> <p><b>Night time match day:</b> During matches and events there will be some further lighting introduced into the local townscape (floodlight glow, roof and façade lighting including southern glazed window), with additional</p>

Receptor	Magnitude of Change
	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. The change will occur at a local geographical level, over a temporary duration and at a small scale relative to the character area. The magnitude of change is considered to be <b>small</b> .
Main Office Area	<p><b>Construction:</b> 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. The overall level of change will occur at a local scale, over a short term duration and at a small geographical scale relative to the character area. The magnitude of change during construction would be no greater than <b>small</b>.</p> <p><b>Day time non match day:</b> 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 overall level of change will occur at a local scale, over a long term duration and at a small geographical scale relative to the character area. The change is considered positive as the development will form a new landmark in the wider area. The magnitude of change on completion of the development is considered to be no greater than <b>small</b>.</p> <p><b>Day time match day:</b> 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. The overall level of change will occur at a local scale, over a temporary duration and at a small geographical scale relative to the character area. The magnitude of change would be no greater than <b>small</b>, occurring for a short period of time only.</p> <p><b>Night time non match day:</b> 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. The overall level of change will occur at a local scale, over a long term duration and at a small geographical scale relative to the character area. The magnitude of change is considered to be <b>negligible</b>.</p> <p><b>Night time match day:</b> 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. The overall</p>



Receptor	Magnitude of Change
	level of change will occur at a local scale, over a temporary duration and at a small geographical scale relative to the character area. The magnitude of change is considered to be <b>small</b> .
<b>WHS SPD Character Areas</b>	
Character Area 3 - Stanley Dock Conservation Area	<p><b>Construction:</b> 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. 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 will be screened by hoarding, curtailing views into the site. Cranes will also still be noticeable above the dock wall alongside the two-storey construction compound, 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 (latter year 2 into year 3) as the phased construction works progresses and the stadium superstructure increasingly becomes the most prominent feature in the site. Overall, the latter stages of the construction phase, as the stadium appears in the townscape, will result in a <b>great</b> magnitude of change. It should be noted that such large scale works are an existing feature of the surrounding area and can potentially be an indicator of positive regeneration.</p> <p><b>Day time non match day:</b> 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 far as possible to maintain a sense and understanding of the industrial heritage of Bramley-Moore Dock. The creation of the western water channel within the site will also continue to provide 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 site's former use of the site. The change will occur at the character area level over the long term, and the degree to which the</p>

Receptor	Magnitude of Change
	<p>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. It is therefore considered that there will be a <b>great</b> magnitude of change in townscape character.</p> <p><b>Day time match day:</b> 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 is anticipated to be a vibrant atmosphere to the area, which is currently under used due to its 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. The change will occur at the character area level during temporary periods of time and the degree to which the aesthetics of the character area will change is considered large. The magnitude of change in townscape character during this temporary period is considered to be <b>great</b>.</p> <p><b>Night time non match day:</b> 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 will be notable in an area where light levels are generally lower than average due to its industrial nature. It is considered that there will be a <b>great</b> magnitude of change in night time townscape character within the immediate surroundings of the site. 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.</p> <p><b>Night time match day:</b> During matches and events there will be some further lighting introduced into the local townscape (floodlight glow), with additional lights associated with match security outside the stadium and additional vehicles presence. The temporary change in townscape character within the local area is considered to be <b>great</b>.</p>
Character Area 4 – Castle Street Conservation Area	<p><b>Construction:</b> 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 Liverpool Waters development at Park and Quay Central. The scale of the change to the setting of the character area will be negligible occurring at a local geographical level during a short term duration. The overall</p>



Receptor	Magnitude of Change
	<p>impact upon baseline townscape character will be <b>negligible</b>.</p> <p><b>Day time non match day:</b> 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. The scale of the change will be negligible occurring at a local geographical level over a long term duration. The magnitude of change is <b>negligible</b>.</p> <p><b>Day time match day:</b> 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. The scale of the change will be small occurring at a local geographical level during a temporary time period. Overall the magnitude of change will be <b>small</b>.</p> <p><b>Night time non match day:</b> 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. The scale of the change will be negligible occurring at a local level over a long term duration. The magnitude of change is <b>negligible</b>.</p> <p><b>Night time match day:</b> 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. The scale of the change will be negligible occurring at a local geographical level over a long term duration. The magnitude of change is <b>negligible</b>.</p>
Site Specific Character Areas	
Residential Docks	<p><b>Construction:</b> 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. The scale of the change will be medium occurring at a local geographical level over a short term duration. The magnitude of change is considered to be <b>small</b>.</p> <p><b>Day time non match day:</b> 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</p>

Receptor	Magnitude of Change
	<p>the locality. The scale of the change will be medium occurring at a local geographical level over a long term duration. Overall, the magnitude of change is considered to be <b>medium</b>.</p> <p><b>Day time match day:</b> 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. The scale of the change will be medium occurring at a local geographical level over a temporary time period. The magnitude of change is considered to be <b>medium</b>.</p> <p><b>Night time non match day:</b> 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. The scale of the change will be small occurring at a local geographical level over a short term duration. The magnitude of change is considered to be <b>small</b>.</p> <p><b>Night time match day:</b> The night time 'glow' of the stadium lighting as a whole during matches and events will be perceived in the townscape to the north. 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). The scale of the change will be medium occurring at a local geographical level. It is considered that the overall magnitude of change will be <b>medium</b>.</p>
Industrial Docks	<p><b>Construction:</b> 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. The scale of the change across the character area will be small occurring at a small geographical level. The magnitude of change upon overall baseline character will be <b>small</b>.</p> <p><b>Day time non match day:</b> 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 BMD would remain and a continuous link between the various dock waterbodies would also remain. The scale of the change across the character area will be small occurring at a small geographical level over a long term duration. The indirect change in overall baseline character within the industrial docks is considered to be <b>small</b>.</p> <p><b>Day time match day:</b> During matches and events there is likely to be an</p>

Receptor	Magnitude of Change
	<p>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. The magnitude of change upon baseline townscape character is considered to be <b>medium</b>.</p> <p><b>Night time non match day:</b> 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. The scale of the change across the character area will be small occurring at a small geographical level over a long term duration. The magnitude of change upon overall baseline character is considered to be <b>small</b>.</p> <p><b>Night time match day:</b> 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. The scale of the change will be medium occurring at a small geographical level over a temporary time period. The magnitude of change is considered to be <b>medium</b>.</p>
Ten Streets and Wellington Park	<p><b>Construction:</b> 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 west) is undergoing development works (Liverpool Waters activity associated with Park Central, Quay Central and Waterloo Dock), 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. The scale of the change across the character area will be medium occurring at a medium geographical level over a short term duration. The overall magnitude of change is considered to be <b>medium</b>.</p> <p><b>Day time non match day:</b> 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. It's larger</p>

Receptor	Magnitude of Change
	<p>scale 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. The scale of the change across the character area will be medium occurring at a medium geographical level over a long term duration. Overall, the proposed development is considered to give rise to a <b>medium</b> magnitude of change in underlying character which will be most apparent from the western edge of the character area. The regeneration of the site provides the opportunity for positive influence to long term improvements in the urban fabric of the Ten Streets area.</p> <p><b>Day time match day:</b> 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. The scale of the change across the character area will be medium occurring at a medium geographical level. The magnitude of change upon baseline townscape character is considered to be <b>medium</b>.</p> <p><b>Night time non match day:</b> 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 areas of Vauxhall and Kirkdale. The scale of the change across the character area will be small occurring at a medium geographical level over a long term duration. The overall magnitude of change is considered to be <b>small</b>.</p> <p><b>Night time match day:</b> 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. The scale of the change across the character area will be medium occurring at a medium geographical area, over a long term duration. Overall, it is considered that the overall magnitude of change in night time character will be <b>medium</b>.</p>
Vauxhall	<p><b>Construction:</b> 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). The scale of the change across the character area will be</p>

Receptor	Magnitude of Change
	<p>small occurring at a medium geographical area, over a short term duration. Overall, the magnitude of change in townscape character is considered to be <b>small</b>.</p> <p><b>Day time non match day:</b> 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. Due to the small degree to which the setting of the character area may change, occurring at medium geographical area, over a long term duration, the overall magnitude of change in townscape character of Vauxhall is considered to be <b>small</b>.</p> <p><b>Day time match day:</b> 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. There would be a temporary <b>medium</b> magnitude of change in character due to the additional presence of passing vehicles (albeit significant on-street parking restrictions proposed) and pedestrians, occurring for temporary periods of time only.</p> <p><b>Night time non match day:</b> 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. Due to the very limited degree to which the setting of the character area may change, occurring at medium geographical level over a long term duration, the magnitude of change is assessed as <b>negligible</b>.</p> <p><b>Night time match day:</b> 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. The magnitude of change is assessed as <b>small</b>.</p>
Kirkdale	<p><b>Construction:</b> 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. The magnitude of change will be <b>negligible</b>.</p> <p><b>Day time non match day:</b> Once constructed, the development is anticipated to have <b>negligible change</b> 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.</p> <p><b>Day time match day:</b> During match days and events, there is likely to be</p>

Receptor	Magnitude of Change
	<p>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. The overall change upon the aesthetics of the townscape will be limited. The magnitude of change is considered to be <b>small</b>.</p> <p><b>Night time non match day:</b> 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. The magnitude of change will be <b>negligible</b>.</p> <p><b>Night time match day:</b> 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 in no greater than a <b>small</b> magnitude of change. The change will occur at the local geographical level only.</p>
Everton	<p><b>Construction:</b> 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. The scale of change will be negligible, occurring at the character area scale for a short time duration. The magnitude of change is assessed as <b>negligible</b> during construction.</p> <p><b>Day time non match day:</b> 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. The scale of change will be negligible, occurring at the character area scale for a long time duration. The magnitude of change is considered <b>negligible</b>.</p> <p><b>Day time match day:</b> 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. The scale of change will be negligible, occurring at the character area scale. The magnitude of change will be <b>negligible</b>.</p> <p><b>Night time non match day:</b> 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. The scale of change will be negligible, occurring at the character area scale for a long time duration. The magnitude of change will be <b>negligible</b>.</p> <p><b>Night time match day:</b> As night time non match day – <b>negligible</b>.</p>



## 4.13 **Assessment of Effects**

4.13.1 Consideration of the magnitude of the changes due to the proposed development is combined with consideration of the sensitivity of landscape receptors affected by the development to assess the degree and nature of the effect, and its significance, at each stage of the lifecycle of the development.

4.13.2 The assessment conclusions are set out in the following Table 4.7:



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Table 4.7 Assessment of townscape effects

Receptors	Sensitivity to changes arising from the proposals	Magnitude of change (worst case): during construction	Magnitude of change (worst case): during operation	Degree & nature of effects & significance: during construction	Degree & nature of effects & significance: during operation
Bramley-Moore Dock waterbody and associated dock walls	<b>High</b>	<b>Medium change</b>	Day time non match day: <b>Great change</b> Day time match day: <b>Great change</b> Night time non match day: <b>Great change</b> Night time match day: <b>Great change</b>	<b>Moderate adverse: Significant</b>  Direct effect upon BMD waterbody, a key feature of the site.	<b>Major adverse: Significant</b> for all scenarios.  The effects are long term and permanent.
Regent Road dock wall	<b>High</b>	<b>Medium change</b>	Day time non match day: <b>Small change</b> Day time match day: <b>Small change</b> Night time non match day: <b>Small</b>	<b>Moderate adverse: Not significant</b>	<b>Moderate adverse: Not significant</b> for all scenarios.  The effects are long term and permanent.



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Receptors	Sensitivity to changes arising from the proposals	Magnitude of change (worst case): during construction	Magnitude of change (worst case): during operation	Degree & nature of effects & significance: during construction	Degree & nature of effects & significance: during operation
			<b>change</b> Night time match day: <b>Small change</b>		
Hydraulic Engine House	<b>High</b>	<b>Small change</b>	Day time non match day: <b>Medium change</b> Day time match day: <b>Medium change</b> Night time non match day: <b>Great change</b> Night time match day: <b>Great change</b>	<b>Moderate adverse: Significant</b>  Direct effect upon structure, a key feature of the site.	<b>Moderate beneficial: Significant</b> for day time scenarios. <b>Moderate beneficial: Significant</b> for night time scenarios. The development will retain and maintain the Engine House as a tangible element within the site.
Existing disused red brick industrial buildings	<b>Lesser</b>	<b>Medium change</b>	Day time non match day: <b>Medium</b>	<b>Minor adverse: Not significant</b>	<b>Minor adverse: Not significant</b> for all

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Receptors	Sensitivity to changes arising from the proposals	Magnitude of change (worst case): during construction	Magnitude of change (worst case): during operation	Degree & nature of effects & significance: during construction	Degree & nature of effects & significance: during operation
			<b>change</b> Day time match day: <b>Medium change</b>		scenarios. The change is long term and permanent.
NCA58 Merseyside Conurbation	<b>Moderate</b>	<b>Negligible change</b>	Day time non match day: <b>Negligible change</b> Day time match day: <b>Negligible change</b> Night time non match day: <b>Negligible change</b> Night time match day: <b>Negligible change</b>	<b>Negligible: Not significant</b>	<b>Negligible: Not significant</b> for all scenarios
The Waterfront and Its	<b>High</b>	<b>Small change</b>	Day time non match	<b>Moderate</b>	<b>Moderate beneficial:</b>

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Receptors	Sensitivity to changes arising from the proposals	Magnitude of change (worst case): during construction	Magnitude of change (worst case): during operation	Degree & nature of effects & significance: during construction	Degree & nature of effects & significance: during operation
Fringes			<p>day: <b>Small change</b></p> <p>Day time match day: <b>Small change</b></p> <p>Night time non match day: <b>Small change</b></p> <p>Night time match day: <b>Small change</b></p>	<p><b>adverse:</b></p> <p><b><u>Significant</u></b></p> <p>Direct effect upon townscape character area.</p>	<p><b><u>Significant</u></b> for all scenarios.</p> <p>The proposed development will lead to a substantive change in the character of Bramley-Moore Dock, but for the wider character area the overall change is small. It is considered to be positive in terms of long term regeneration of the former dockland townscape (Liverpool Waters scheme). The stadium is likely to form an additional landmark attraction to the city of Liverpool.</p>

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Receptors	Sensitivity to changes arising from the proposals	Magnitude of change (worst case): during construction	Magnitude of change (worst case): during operation	Degree & nature of effects & significance: during construction	Degree & nature of effects & significance: during operation
Main Office Area	<b>Moderate</b>	<b>Small change</b>	Day time non match day: <b>Small change</b> Day time match day: <b>Small change</b> Night time non match day: <b>Negligible change</b> Night time match day: <b>Small change</b>	<b>Moderate adverse: Not significant</b>	<b>Moderate beneficial: Not significant</b> for all scenarios. The change is long term and permanent.
Character Area 3 - Stanley Dock Conservation Area	<b>High</b>	<b>Great change</b>	Day time non match day: <b>Great change</b> Day time match day: <b>Great change</b> Night time non match day: <b>Great change</b> Night time match	<b>Major adverse: Significant</b>	<b>Major beneficial: Significant</b> for all scenarios. The change is long term and permanent.

# The People's Project, Townscape and Visual Impact Assessment

Receptors	Sensitivity to changes arising from the proposals	Magnitude of change (worst case): during construction	Magnitude of change (worst case): during operation	Degree & nature of effects & significance: during construction	Degree & nature of effects & significance: during operation
			day: <b>Great change</b>		
Character Area 4 – Castle Street Conservation Area	<b>Moderate</b>	<b>Negligible</b>	Day time non match day: <b>Negligible change</b> Day time match day: <b>Small change</b> Night time non match day: <b>Negligible change</b> Night time match day: <b>Negligible change</b>	<b>Minor adverse: Not significant</b>	<b>Minor beneficial: Not significant</b> for all scenarios. The change is long term and permanent.
Residential Docks	<b>Moderate</b>	<b>Small change</b>	Day time non match day: <b>Medium change</b> Day time match day:	<b>Minor adverse: Not significant</b>	Day time non match day: <b>Moderate beneficial: Significant</b> Day time match day:

# The People's Project, Townscape and Visual Impact Assessment

Receptors	Sensitivity to changes arising from the proposals	Magnitude of change (worst case): during construction	Magnitude of change (worst case): during operation	Degree & nature of effects & significance: during construction	Degree & nature of effects & significance: during operation
			<b>Medium change</b> Night time non match day: <b>Small change</b> Night time match day: <b>Medium change</b>		<b>Moderate beneficial: Significant</b> Night time non match day: <b>Minor beneficial: Not significant</b> Night time match day: <b>Moderate beneficial: Significant</b> The change is long term and reversible.
Industrial Docks	<b>Lesser</b>	<b>Medium change</b>	Day time non match day: <b>Medium change</b> Day time match day: <b>Medium change</b> Night time non	<b>Minor adverse: Not significant</b>	Day time non match day: <b>Minor beneficial</b> Day time match day: <b>Minor beneficial</b> Night time non match day: <b>Negligible</b>

## The People's Project, Townscape and Visual Impact Assessment

Receptors	Sensitivity to changes arising from the proposals	Magnitude of change (worst case): during construction	Magnitude of change (worst case): during operation	Degree & nature of effects & significance: during construction	Degree & nature of effects & significance: during operation
			match day: <b>Small change</b> Night time match day: <b>Medium change</b>		Night time match day: <b>Minor beneficial</b> The change is long term and reversible. All effects are <b>Not significant</b>
Ten Streets and Wellington Park	<b>Moderate</b>	<b>Medium change</b>	Day time non match day: <b>Medium change</b> Day time match day: <b>Medium change</b> Night time non match day: <b>Small change</b> Night time match day: <b>Medium change</b>	<b>Moderate adverse: Not significant</b>	<b>Moderate beneficial: Not Significant</b> for all scenarios other than night time non match day which is <b>Minor beneficial: Not significant</b> . The change is long term and reversible.

## The People's Project, Townscape and Visual Impact Assessment

Receptors	Sensitivity to changes arising from the proposals	Magnitude of change (worst case): during construction	Magnitude of change (worst case): during operation	Degree & nature of effects & significance: during construction	Degree & nature of effects & significance: during operation
Vauxhall	<b>Lesser</b>	<b>Small change</b>	Day time non match day: <b>Small change</b> Day time match day: <b>Medium change</b> Night time non match day: <b>Negligible</b> Night time match day: <b>Small change</b>	<b>Minor adverse: Not significant</b>	<b>Minor adverse: Not significant</b> for all scenarios except Day time non match day which will be <b>Minor beneficial: Not significant</b> The change is long term and permanent.
Kirkdale	<b>Lesser</b>	<b>Negligible</b>	Day time non match day: <b>Negligible</b> Day time match day: <b>Small change</b> Night time non match day: <b>Negligible</b> Night time match	<b>Negligible: Not significant</b>	<b>Negligible: Not significant</b> for all scenarios. The change is long term and permanent.



## The People's Project, Townscape and Visual Impact Assessment

Receptors	Sensitivity to changes arising from the proposals	Magnitude of change (worst case): during construction	Magnitude of change (worst case): during operation	Degree & nature of effects & significance: during construction	Degree & nature of effects & significance: during operation
			day: <b>Small change</b>		
Everton	<b>Lesser</b>	<b>Negligible</b>	Day time non match day: <b>Negligible</b> Day time match day: <b>Negligible</b> Night time non match day: <b>Negligible</b> Night time match day: <b>Negligible</b>	<b>Negligible: Not significant</b>	<b>Negligible: Not significant</b> for all scenarios. The change is long term and permanent.

## Conclusions

- 4.13.3 The assessment of landscape effects has identified various effects at different stages ranging between moderate adverse to major beneficial.
- 4.13.4 The identified construction effects range from major adverse and significant on the character area in which the site is located, character areas within close proximity to the site and features within the site, to negligible upon character areas located at distance from the site. Moderate adverse and significant effects have been identified where there is a direct impact upon key features such as the BMD waterbody, and where changes are anticipated to the immediate landscape character due to construction activities.
- 4.13.5 Once the construction phase is completed, the major adverse and significant effects identified previously are anticipated to become to major beneficial and significant effects upon the townscape character of the area in which the proposed development is located. Although there will be a great change in the character of the dock, which will have influence upon the immediately surrounding area, the nature of the wider townscape is also considered to be improved through the introduction of such a landmark development, providing a potential catalyst for wider regeneration (a landmark 'book-end' to the Liverpool Waters scheme at its interface with the operational docks to the north and the wider Ten Streets area to the east).
- 4.13.6 The major adverse and significant effects identified upon completion of the proposed development relate to the permanent loss of features within the site, particularly the BMD waterbody.

## 5.0 Effects on Visual Amenity

### 5.1 Introduction

5.1.1 This section deals with the effects on visual amenity, arising from changes in the views available to people in the surrounding area.

### 5.2 Assessment Criteria

5.2.1 The assessment process is described in **Appendix 1**. The criteria for assessing the likely effects of the proposed development are set out below.

#### Visual Sensitivity

5.2.2 The sensitivity of viewers is affected by the susceptibility of the viewer to changes in views and visual amenity and the value attached to particular view locations and views. The context of the location contributes to susceptibility, for example, people viewing from residential properties or from a valued landscape are likely to be more susceptible to change than people viewing from an industrial context. Particular views may have importance and be valued as part of the experience of a valued landscape or promoted recreation facility or route.

5.2.3 The following criteria for visual sensitivity, combining susceptibility and value considerations, are used:

Table 5.1 Indicative criteria for assessing visual sensitivity

Category	Indicative criteria
High sensitivity	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 sensitivity	Viewers in residential or community properties with partial or

Category	Indicative criteria
	<p>largely screened views of the site;</p> <p>Frequent open views available of the site;</p> <p>Viewers are pursuing activities such as sports or outdoor work, where the townscape is not the principal reason for being there or the focus of attention is only partly on the view;</p> <p>A view of the site from other valued townscapes/landscapes, or a regionally important recreation facility or route.</p>
Lesser sensitivity	<p>A view of low importance or value, or where the viewer's attention is not focused their surroundings;</p> <p>A view of the site from a townscape of moderate or less importance;</p> <p>Occasional open views or glimpsed views available of the site</p> <p>passing views available to travellers in vehicles;</p> <p>A view available to few viewers.</p>

### 5.3 Magnitude of change

- 5.3.1 The degree of the likely visual effects of the proposed development is determined by relating the sensitivity of the receptors and the changes in the townscape or view of the townscape to which they will be subjected. The scale of magnitude of the changes in visual amenity is evaluated in terms of size or scale, the geographical extent of the area influenced, duration and reversibility, as follows:

Table 5.2 Indicative criteria for assessing magnitude of visual change

Magnitude of change	Visual change
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 change	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

Magnitude of change	Visual change
	reversibility.
Small change	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.

## 5.4 Assessing effects

- 5.4.1 The degree of effect, whether adverse or beneficial, is assessed by relating the sensitivity of the receptor and the magnitude of change, using the following indicative criteria:

Table 5.3 Indicative criteria for assessing visual effects

Visual effect	Indicative criteria
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.

- 5.4.2 Major effects are likely to be considered “significant”, especially if long term or permanent, and slight or negligible effects as “not significant”. The relative significance of intermediate effects is indicated in the assessment below and effects that are not significant but may be important considerations in decision making about the proposed development.
- 5.4.3 In addition to these criteria, in some instances the effect may be discernible or greater, but offset by other considerations, for example, through the mitigation or restoration proposals, and the resulting effect is neither beneficial nor adverse.

### 5.5 Visual Baseline

#### Zone of Theoretical Visibility (ZTV)

- 5.5.1 The ZTVs illustrated on **Figures LA07-1** and **LA07-2** were run using a 50cm resolution LiDAR Digital Surface Model from data captured by the Environment Agency in 2017. The LiDAR model includes all buildings and vegetation at the time of data capture.
- 5.5.2 For the visual impact assessment, a ZTV study area of a 5 km radius from the site was investigated and mapped (**Figure LA7-1**). **Figure LA7-2** provides a detailed ZTV up to 1 km from the site. Potentially sensitive visual receptors include residents, people visiting areas covered by landscape designations, areas or sites of historic interest, public footpaths, bridleways and cycle routes, and visitor attractions.
- 5.5.3 During the field study the ZTV was used as a starting point and features such as vegetation, buildings or localised topographic variation, which define actual visibility, were identified. Published guidance in relation to the WHS designation (WHS SPD) were also reviewed to assist in the identification of important or key views within and towards landmark buildings and the overall WHS area. Representative viewpoints were then selected and agreed with LCC for the visual impact assessment, as discussed further in the following sections.
- 5.5.4 The locations of viewpoints studied relate to the “receptors”, that is, residents and users of the landscape, and locations from which they may have views towards or of the site.

## Viewpoint Study

- 5.5.5 **Figure LA7-1** illustrates the location of the proposed development and shows the ZTV at a scale of 1:35,000. **Figure LA7-1** also shows the locations of the assessment and appraisal photographs, which were discussed with, and agreed in writing with Liverpool City Council in association with Graeme Ives Heritage Planning Ltd, an advisor to LCC. **Figure LA7-2** shows the assessment and appraisal photograph locations within 1km of the site and ZTV coverage at 1:10,000 scale. In advance of undertaking the updated TVIA further consultation was carried out and LCC, and their independent advisor, confirmed that the selected viewpoints remained appropriate and no further viewpoints required
- 5.5.6 A total of 32 views were selected to illustrate the site and its appearance in publicly available views (**Figures LA10.1 to LA41.2 at Appendix 6**). From the viewpoint studies, all 32 representative viewpoints have been taken forward to the visual impact assessment, at the request of LCC and Graeme Ives Heritage Planning Ltd, even though several of the viewpoint locations fall out with ZTV coverage when taking into account the effects of existing screening by built form. The assessment viewpoints are set out at Table 5.4 and **Figure LA7-1**. The criteria for the viewpoint selection was agreed with LCC and a supporting table is included in **Appendix 2**.
- 5.5.7 Prior to the original submission in 2019, the following amendments to the viewpoint locations were made and no further changes have been made in relation to the revised submission:
- two of the viewpoints have been amended in terms of their name to better describe their location; namely Viewpoints 11 and 28. However, the actual location of the viewpoints has not changed from that agreed with LCC;
  - The location of viewpoint 9 has been adjusted in light of ongoing construction works associated with Liverpool Waters (Princes Dock schemes) and the presence of construction vehicles at the viewpoint location which interrupted views towards the site. The viewpoint remains on Waterloo Road;
  - The exact location of viewpoint 27 has been amended due to the ongoing building work south of the site, resulting in the location originally proposed for viewpoint 27 not possible to access; and
  - The location of viewpoint 28 has been adjusted due to the presence of parked vehicles at the viewpoint location at the time the photography was taken. The viewpoint remains outside of Alexandra Tower.

- 5.5.8 In general, the majority of the viewpoints selected for assessment are located to the south of the site, their selection influenced by key views and vistas within the WHS and the ZTV. These viewpoints form a linear band, largely along the waterfront. There are also number of dispersed viewpoints located to the east of the site. The landform to the east rises to a ridgeline at Everton Brow at a distance of approximately 2 km from the site, from where there are long distance views west across the River Mersey. There are also two viewpoints located to the south east, beyond 3 km distance from the site. Both of the two viewpoints represent views from landmark buildings in Liverpool's skyline and present the opportunity to experience views over Liverpool city centre and the WHS.
- 5.5.9 Viewpoints to the west and south west of the site are primarily located on the Wirral coastline of the Mersey Estuary where open views towards the site are available. Their selection is also influenced by views towards the WHS. There are two viewpoints located at distance to the south west (beyond 4 km), both of which are located on higher ground from where open views across the River Mersey are available.
- 5.5.10 There are no viewpoints located to the north of the site as the ZTV indicated no views would be available. There are a small number of viewpoints located to the north east and north west. These are either located on the coastline of the Wirral Peninsula, or represent channelled views from residential areas north of Liverpool city centre.
- 5.5.11 Photographs from within the site have also been taken to illustrate the nature of the site. These are included in **Appendix 5**.

Table 5.4 Viewpoint details

VP Ref	Location	Distance from site (km)	Receptors represented/reasons for selection
01	Melrose Road	2.1 km NE	Primary road junction within residential area. Receptors represented: residents; pedestrians; cyclists; vehicle road users
02	Commercial Road	1.1 km NE	Public Open Space adjacent to primary road. Receptors represented: public park leisure users
03	Regent Road	0.3 km NE	Primary road (A5054) located north east of the site within the WHS and Conservation Area.



VP Ref	Location	Distance from site (km)	Receptors represented/reasons for selection
			Receptors represented: pedestrians; cyclists; leisure users; vehicle road users; people at place of work
04	Everton Valley/ St Domingo Road junction	1.9 km NE	Primary road junction located on higher ground with views towards the Docks. Receptors represented: pedestrians; cyclists; vehicle road users
05	Blackstone Street	0.3 km E	Primary road through Wellington Employment Park with direct views to site. Located within buffer zone to the World Heritage Site. Receptors represented: pedestrians; cyclists; vehicle road users
06	Boundary Street	0.75 km E	Primary road through Wellington Employment Park with direct views to site. Located on periphery of buffer zone to WHS. Noted as a general view with Focal Point within WHS SPD (focal point is view to the south). Receptors represented: pedestrians; cyclists; vehicle road users
07	Everton Park	2.1 km E	Public Open Space. Distant view to WHS. Panoramic views available over Liverpool city centre and docks from well used area. Receptors represented: public park leisure users
08	Bascule Bridge	0.3 km SE	Key landmark located to south east of site. Located in WHS and Conservation Area. Representative of view experienced by pedestrians, cyclists and vehicle users. Receptors represented: pedestrians; cyclists; leisure users; vehicle road users
09	Waterloo Road	0.8 km SE	Primary road near to site. Located within WHS

VP Ref	Location	Distance from site (km)	Receptors represented/reasons for selection
			and Conservation Area. Noted as a general view with Focal Point within WHS SPD. Receptors represented: pedestrians; cyclists; leisure users; vehicle road users
10	Tunnel vent on Waterloo Road	1 km S	Primary road near to site. Located within WHS and Conservation Area. Receptors represented: pedestrians; cyclists; leisure users; vehicle road users
11	Waterloo Warehouse/ Waterloo Road	1.1 km S	Located on primary road in close proximity to key landmark building within WHS and Conservation Area. Representative of views experienced by pedestrians, cyclists and vehicle users. Receptors represented: residential; pedestrians; cyclists; leisure users; vehicle road users
12	Great Howard Street/ Old Hall Street junction	1.5 km S	Located in buffer zone to WHS in close proximity to key landmark building. Noted as a general view with focal point within WHS. Representative of views experienced by pedestrians, cyclists and vehicle users. Receptors represented: pedestrians; cyclists; vehicle road users
13	Princes Parade	1.5 km S	Access road into Princes Dock. Located within buffer zone to WHS. Receptors represented: pedestrians; cyclists; leisure users; vehicle road users
14	Princes Dock footbridge	1.7 km S	Pedestrian footbridge at Princes Dock. Located within buffer zone to WHS. Receptors represented: pedestrians; leisure users; people at place of work
15	New Quay	1.9 km S	Primary road in and out of Liverpool centre.

VP Ref	Location	Distance from site (km)	Receptors represented/reasons for selection
			Located within WHS and Conservation Area. View of key landmark building as stated within WHS SPD (opposite direction to site). Receptors represented: pedestrians; cyclists; vehicle road users
16	Pier Head Ferry Terminal	2.2 km S	Well used access point into Liverpool. Represents views experienced by visitor to the city. Located within WHS and Conservation Area. Receptors represented: pedestrians; cyclists; leisure users
17	Georges Pier Head	2.3 km S	Local road with high tourist footfall. Located within WHS and Conservation Area. View of key landmark as stated within WHS SPD. Receptors represented: pedestrians; cyclists; leisure users; vehicle road users
18	Pier Head Plaza	2.4 km S	Public space within WHS and Conservation Area. View of key landmark building as stated within WHS SPD. Receptors represented: pedestrians; cyclists; leisure users
19	Salthouse Quay	2.6 km S	Dock area with high pedestrian/tourist footfall. Located within WHS and Conservation Area. General view with focal point within WHS as stated within WHS SPD. Receptors represented: pedestrians; cyclists; leisure users
20	Albert Dock	2.6 km S	Grade I listed building. Dock area with high pedestrian/tourist footfall. Located within WHS and Conservation Area. Included as a general view with focal point within WHS as stated within WHS SPD.

VP Ref	Location	Distance from site (km)	Receptors represented/reasons for selection
			Receptors represented: pedestrians; cyclists; leisure users
21	Woodside Ferry Terminal	3.2 km S	Ferry terminal and promenade with pedestrian use and views across the Mersey. Ferry provides access to Liverpool. Receptors represented: pedestrians; cyclists; leisure users
22	Seacombe Ferry Terminal	1.7 km SW	Ferry terminal and promenade with pedestrian use and views across the Mersey. Receptors represented: residents; pedestrians; cyclists; leisure users
23	Wallasey Town Hall	1.5 km SW	Promenade with pedestrian/cyclist use. Located outside key building in Wallasey. Noted as affording distant view to WHS as stated within WHS SPD. Receptors represented: residents; pedestrians; cyclists; leisure users
24	Magazine Promenade	2 km NW	Located on well used promenade. Conservation Area. Represents views from dwellings overlooking the promenade and the coastline, and cyclists and pedestrians using the promenade. Noted as affording distant view to WHS as stated within WHS SPD. Receptors represented: residents; pedestrians; cyclists
25	Fort Perch Rock	3 km NW	Beach front attraction in area of high recreation use. Represents views experienced by visitors to location. Receptors represented: pedestrians; cyclists; public beach users; leisure users
26	Trafalgar Dock	0.6 km S	Located within WHS and Conservation Area. Noted views of key landmark within WHS SPD. Not publicly accessible. Requested by LCC.

VP Ref	Location	Distance from site (km)	Receptors represented/reasons for selection
			Receptors represented: visitors to the dock
27	South-Western edge of Trafalgar Dock	1 km S	Located within WHS and Conservation Area. Not publicly accessible. Requested by LCC. Receptors represented: visitors to the dock
28	Alexandra Tower	1.5 km S	Located on northern edge of Princes Dock within buffer zone to WHS. Represents views of pedestrian visitors to the dockside. Receptors represented: leisure users; pedestrians
29	Bidston Hill	5.3 km SW	High point of recreational walk within wider country park. Represents views of visitors to Bidston Hill. Receptors represented: public country park leisure users
30	Anglican Cathedral	3.4 km SE	Notable building with distant views to WHS and a general view with focal point within WHS, as stated within WHS SPD. Located within buffer zone to WHS and Conservation Area. Represents nature of views experienced by visitors to the Cathedral. Receptors represented: leisure users
31	Metropolitan Cathedral of Christ the King	3 km SE	Notable building with distant views to WHS and a general view with focal point within WHS, as stated within WHS SPD. Located within buffer zone to WHS and Conservation Area. Represents nature of views experienced by visitors to the Cathedral. Receptors represented: leisure users
32	Holt Hill	4.6 km S	Noted as affording distant view to WHS as stated within WHS SPD. High point on residential street. Represents views experienced by residents in dwellings on Holt Hill, as well as pedestrians, cyclists and vehicle users. Receptors represented: residential; pedestrians; cyclists; vehicle road

VP Ref	Location	Distance from site (km)	Receptors represented/reasons for selection
			users

Table 5.5 Existing view descriptions

VP Ref	Landscape context at viewpoint	Existing view towards site
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.	The view looks south west along Melrose Road and is channelled along the road corridor due to the presence of the wall that forms the boundary of the railway embankment. The vegetation within the open space to the immediate east also curtails views beyond the road. The site is located beyond the stone wall, screening the site from view. Vegetation present on the railway embankment is seen above the wall. Taller elements in the intervening landscape are also visible including the four wind turbines at Port of Liverpool, the cranes at the container terminal, the light blue grain store/flour mill at S&B Herba Foods and the turreted building of the former 'The Royal' public house on Stanley Road. In clear weather conditions there are long distance views available along the road corridor towards the Wirral Peninsula and the hills of North Wales.
02 Commercial Road	The viewpoint is located at the northern side of a public park 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	The existing view is relatively open in a south westerly direction towards the site. The near view is formed by a lorry park and an associated corrugated building. Beyond this there is a band of mature vegetation that demarcates the route of the railway line. Beyond the railway, there are various industrial buildings seen including the distinct green biomass dome on Foster Street, the sugar silo on Regent Road alongside the turbines at Port of Liverpool. The Hydraulic Engine House located within

VP Ref	Landscape context at viewpoint	Existing view towards site
	<p>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.</p>	<p>the application site can be seen from the viewpoint, beyond the layers of vegetation and other built form within the intervening landscape. However, it does not form a notable feature of the view, rather a small component of a much wider aspect. Beyond Liverpool Docks there are longer distance views towards the Wirral Peninsula. There are also open views available in a southerly direction towards Liverpool city centre with The Plaza, Beetham Tower and the Unity Building seen against the sky.</p>
03 Regent Road	<p>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</p>	<p>The view from Regent Road in a westerly direction is curtailed by the presence of the Dock Wall which runs along the length of the road from Prince's Dock to Huskisson Dock. Gate entrances do allow for channelled views through the docks towards Wirral beyond, but at Viewpoint 3 there are very limited views beyond the wall. Buildings and lighting columns located within the Treatment Works can be seen above the Dock Wall. In the south of the view, the Hydraulic Engine House within the application site is seen, appearing as a shorter feature than lighting columns within Bramley-Moore Dock and the adjacent Water Treatment Works. The Port of Liverpool turbines are also partially visible beyond the Water Treatment Works. The large red brick building at Sandon Dock is seen in the north of the view.</p>



VP Ref	Landscape context at viewpoint	Existing view towards site
	close proximity to the site.	
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.	The existing view is largely formed by the junction itself. The traffic levels at the junction are high and the movement in the immediate landscape the experience at the viewpoint. Views are largely contained by the presence of vegetation and built form in the immediate townscape, but there is a channelled view along Everton Valley, in a westerly direction, which is largely curtailed by a belt of mature vegetation that crosses the near view. Above the tree line, the moving blades of a turbine at Port of Liverpool is visible. Glimpsed views of industrial rooftops are also available. There are also longer distance views towards rising land on the Wirral Peninsula.
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	The view towards the site is channelled along the street which visually terminates in the dock wall at the site. Beyond the wall, the rising land of the Wirral can be seen, which comprises the residential areas of Egremont and Liscard. Within the site itself, the only feature seen from the viewpoint is a boat associated with the existing Svitser operation on the site. However, the boat forms a rather incidental feature in the view in comparison to the industrial and commercial units seen in the near landscape. A line of trees planted along Derby Road and Great Howard Street contrast with the primarily urban, developed landscape and soften

VP Ref	Landscape context at viewpoint	Existing view towards site
	beyond the periphery (north east) of the buffer zone to the World Heritage Site.	the appearance to the built form located immediately beyond. The vertical scale in the view is formed by the blue lighting columns of various styles, and the Port of Liverpool turbines, which indicate the location of the coastline.
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.	The primary view from Boundary Bridge is in a southerly direction, along the canal towards Liverpool city centre. The site is orientated to the west of the primary view from the bridge, seen at the far end of the road corridor within a mixed commercial and industrial context, with some limited residential development. The road is flanked to both sides by parked cars and their presence dominates the view to the west. Further along Boundary Street, a railway bridge cuts across the view, screening the dock wall and the industrial units in close proximity of the site. A boat within the site can be seen above the bridge, but this is an incidental element within the middle distance view. Beyond the site, the rising land of the Wirral Peninsula forms the backdrop to the view.
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,	As Everton Park is located on a ridgeline in the landscape, the falling ground to the immediate west allows for extensive and panoramic views over Liverpool city centre and the River Mersey towards the Wirral Peninsula and beyond to North Wales. Notable buildings within the WHS can be seen in the view to the west, particularly the Liver Building, the

VP Ref	Landscape context at viewpoint	Existing view towards site
	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.	Tobacco Warehouse and the Waterloo Warehouse. Other notable features seen within the view include the two tunnel vents associated with the Kingsway Tunnel, Wallasey Town Hall, Alexandra Tower and the turbines at Port of Liverpool. The Hydraulic Engine House within the site can also be seen as a smaller feature in the view next to the white structures associated with the adjacent United Utilities wastewater treatment works.
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.	The view from the western side of Bascule Bridge is primarily channelled towards the docks to the immediate west and north west, with partial views to the east towards Titanic Hotel, beyond the immediate bridge structure. Collingwood Dock is industrial in nature and appears in a partially dilapidated state. The site itself cannot be directly seen from Bascule Bridge; it is located beyond the blue roofed building in the mid distance view. The turbine at Port of Liverpool forms the vertical scale of the view, beyond the site. The Victoria Tower also forms a notable vertical element in the view to the west, beyond which the eastern coastline of the Wirral Peninsula is seen, with Wallasey Town Hall a feature above the distant skyline.
09 Waterloo Road	Viewpoint nine is located at the most northerly point of Waterloo Road, at the entrance to a construction site	The view to the north largely comprises redundant land that surrounds Trafalgar Dock. The palisade security fencing and overhead gantry that

VP Ref	Landscape context at viewpoint	Existing view towards site
	<p>associated with the Park Central development of Liverpool Waters, 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.</p>	<p>carries piping/wiring mark the boundary of the former industrial land that is subject to regeneration. There is also a large, unused advertising hoarding located in the direct view, at the access into Trafalgar dock. The large red brick buildings associated with the Ten Streets regeneration area are seen in the east of the view. The mural on the southern façade of the Invisible Wind Factory (Arts Centre) can be clearly seen. Beyond the Invisible Wind Factory, the Tobacco Warehouse is just visible, marked by the presence of a crane. The site itself can be just seen beyond Trafalgar, Collingwood, and Nelson Docks, marked by the blue roofed buildings that form the southern site boundary. The Victoria Tower is also visible on the coastal edge of Salisbury Dock. In the backdrop of the view, the Port of Liverpool wind turbines are seen alongside the red dock cranes at the container terminal.</p>
10 Tunnel vent on Waterloo Road	<p>The viewpoint is located directly adjacent to the Kingsway Tunnel Vent on Waterloo Road, opposite Waterloo Warehouse and the new development at Quay Central. 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</p>	<p>The view comprises the red brick Waterloo Warehouse to the south, which is residential in use, alongside the contemporary Quay Central development, situated directly opposite the viewpoint, which forms part of the approved Liverpool Waters regeneration scheme. Further south, at the end of the road, is development associated with Prince's Dock. To the north of the view, the redundant land associated with Trafalgar Dock is marked by a metal clad building and security panels. The Victoria Tower can be seen beyond Trafalgar Dock, as can the Port of Liverpool turbines</p>

VP Ref	Landscape context at viewpoint	Existing view towards site
	townscape context is a mix of industrial and residential, with modern development sitting alongside the Grade II listed Waterloo Warehouse.	and the buildings associated with the wastewater treatment works. The site itself cannot be seen.
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.	The view from the road corridor in a northerly direction is channelled by the presence of Waterloo Warehouse and Quay Central. The turreted entrances within the dock wall that lines the road are visible at various points along the route. The site itself cannot be seen, but the wastewater treatment works are visible at the end of the road alongside the Port of Liverpool turbines and the container terminal cranes. The Victoria Tower is clearly visible beyond Trafalgar Dock. The primary feature in the view is considered to be the Waterloo Warehouse, with the site located in the periphery of the view available.
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).	The view is channelled in a westerly to northerly direction by the presence of the surrounding built form. The road junction forms the near view, and the visual experience during the day is dominated by the movement and audible presence of vehicles. Beyond the junction, there is construction work ongoing with the development of tall buildings to the north at Infinity, and to the north west at Prince's Dock. The site is located to the north north-west beyond low rise red brick buildings on the

VP Ref	Landscape context at viewpoint	Existing view towards site
		opposing side of the junction, and beyond the Kingsway tunnel vent that is apparent in the backdrop of the view. The Waterloo Warehouse is also partially visible from the viewpoint location, with development adjacent to Quay Central seen beyond.
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.	The view from the dockside immediately north of Princes Parade looks across Prince's Half Tide Dock and on to the residential buildings at Waterloo Quay. Waterside Apartments and Waterloo Warehouse. The multi storey car park at Alexandra Tower can be seen in the immediate left of the view. To the east, at greater distance than the immediate dockside buildings, the red brick built factory and chimney of MNL Engineers can be seen. Development at Park Central is seen at the head of West Waterloo Dock, beyond the buildings of Waterloo Quay, with the Victoria Tower visible beyond the ongoing residential development. The backdrop of the view is formed by the red cranes at the container terminal, the turbines at Port of Liverpool and the grain silos at Gladstone Dock.
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	The view is channelled in a northerly direction along the dock, enclosed by the presence of modern built form, some of which is under construction. The foreground built form is formed by Number 12 Princes Dock, its canopy pillar rises from the dock. At the head of the dock, City

VP Ref	Landscape context at viewpoint	Existing view towards site
	views of passing people who work in the surrounding offices or those who visit the dock for leisure purposes.	Lofts is the primary feature, with Alexandra Tower just seen beyond the immediate building canopy. Beyond Prince's Dock, the residential buildings at Waterloo Quay can be seen with Quay Central and Park Central seen immediate beyond. The red cranes at the deep water container terminal form the distant backdrop to the view.
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.	The view is constrained by the surrounding built form and is channelled in a northerly direction towards the junction of Bath Street and King Edward Street, marked by the billboards. The Kingsway tunnel vent is visible as a feature in the background of the view, as is the red brick chimney of the factory associated with MNL engineers. The site is not visible. It should be noted that the key view from New Quay is in the opposite direction to the site (view to south) which looks towards The Royal Liver Building and the Church of Our Lady and St Nicholas.
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	Views in a northerly direction look across Pier Head Plaza towards Prince's Dock. The marquee type structure associated with the Liverpool Cruise terminal is seen at the northern edge of the plaza, adjacent to the Titanic Memorial. The west facing façade of the Royal Liver Building forms the near view to the east. Beyond the cruise terminal are the buildings at Prince's Dock, with the Beetham Tower seen as the taller structure to the north east. Views also extend across the River Mersey to the west, to

VP Ref	Landscape context at viewpoint	Existing view towards site
	Area and represents views of visitors to the Plaza and ferry terminal.	Wirral where Wallasey Town Hall can be seen alongside the Kingsway tunnel vent. The site is not visible from this location.
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.	The view is channelled along the street in a northerly direction by the presence of the Three Graces that are located to the immediate east of Georges Pier Head. The three listed buildings line the street and form an attractive façade to the streetscape. The ferry terminal is seen to the north west, alongside the statue of Edward VII and the Beatles. At the head of the street the buildings at Princes Dock can be seen, and these curtail views beyond. Open views are available in a westerly direction across the River Mersey towards Wirral.
18 Pier Head Plaza	Viewpoint 18 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.	The view to the north from the Plaza primarily features the Three Graces to the immediate north east and east and the Pier Head Ferry Terminal to the immediate north. The Edward VII statue can be seen alongside the Beatles statue. Beyond the Plaza, the buildings that surround Prince's Dock form the backdrop to the view. There is also an open and expansive view available to the west across to the Wirral Peninsula, in particular Birkenhead. The site is not visible from this location.
19 Salthouse	Salthouse Quay wraps around Salthouse Dock and is	The view north comprises the immediate Canning Dock with modern



VP Ref	Landscape context at viewpoint	Existing view towards site
Quay	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.	development at Mann Island, which includes the black glazed building of Riba North forming an eye catching feature on the opposing side of the dock. Modern redevelopment ongoing at 21 Strand Street can be seen in the east of the view and this sits alongside red brick buildings that reflect the built style of the Albert Dock. In the near view, a boat is moored adjacent to The Pump House public house, also a red brick building. Beyond Mann Island, a framed view of the Art Deco Queensway tunnel vent can be gained with the Cunard Building just seen beyond. The site cannot be seen from this location.
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.	The view north from the promenade looks directly towards Canning Half Tide Dock, the Museum of Liverpool and buildings at Mann Island. The red brick rear façade of the Piermaster's House is seen to the immediate north east of the view. The Port of Liverpool and the Cunard buildings can be seen beyond the Museum, with the top of the Royal Liver Building also just visible. The view extends in a northerly direction along the waterfront to the Pier Head ferry terminal and Alexandra Tower at Prince's Dock. There is also an open and panoramic view to the east across the River Mersey to Birkenhead and Wallasey. The site is not visible from this location.
21 Woodside	Viewpoint 21 is located on the waterfront to the immediate	The view available across the River Mersey is extensive and incorporates

VP Ref	Landscape context at viewpoint	Existing view towards site
Ferry Terminal	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.	<p>all of Liverpool's notable waterfront buildings including the Three Graces, Albert Dock, Museum of Liverpool, Liverpool Arena, alongside other landmark buildings such as both the Metropolitan and Anglican Cathedrals, St John's Beacon, and Beetham Tower. Further north of central Liverpool, the recent additional residential towers at Princes Dock can be seen alongside Waterloo Warehouse and Tobacco Warehouse. The site is seen as an undeveloped area of land between the Tobacco Warehouse and the wind turbines at Port of Liverpool. The Victoria Clock Tower forms a small but noticeable feature on the waterfront, located to the immediate south west of the site. The Hydraulic Engine House within the site is also just visible beyond the distinctive blue roofed building that forms the southern boundary of the site.</p> <p>The primary view from the ferry terminal is directly east towards Liverpool's notable waterfront. The site is located at greater distance from the terminal and is seen within an increasingly industrial context.</p>
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 view available in a north easterly direction is extensive across the River Mersey towards Liverpool. The primary core of Liverpool's waterfront is not seen due to the presence of the ferry terminal building in the immediate view, rather views extend towards the northern docks including Prince's Dock, Waterloo Dock, Trafalgar Dock, and at distance, Bramley Moore Dock. The notable buildings of Waterloo Warehouse and

VP Ref	Landscape context at viewpoint	Existing view towards site
	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.	<p>Tobacco Warehouse can be seen on the skyline alongside the distinctive 1970's Kingsway tunnel vent and contemporary buildings at Quay Central. The turbines at Port of Liverpool are clearly visible beyond the site, as are the red cranes at Seaforth Dock. The Victorian Tower at Salisbury Dock forms a perceptible vertical feature on the waterfront just south west of the site, and the Hydraulic Engine House within the site can be seen as a small feature beyond Victoria Clock Tower. Overall the site is seen in an industrial context.</p> <p>The near view is in contrast much smaller in scale and features a mix of residential dwelling types on Ferryside. The vertical scale is formed by the Wirral Kingsway tunnel vent and its distinctive geometric concrete construction.</p>
23 Wallasey Town Hall	Wallasey Town Hall is a notable public building 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	Looking east across the Mersey towards Liverpool, the panorama extends from the Seaforth Dock in the north to Liverpool Marina and Clippers Quay in the south, a distance of some 9.5 km along the waterfront. The site is seen in the direct view to the east and is marked by the linear single story, brick built, blue roofed building that forms the southern site boundary. The Victoria Clock Tower is also visible to the immediate south west of the site. However, the site forms a small part of a much wider view and is not a notable feature in comparison to buildings such as Waterloo Warehouse, Tobacco Warehouse, Alexandra Tower, the Royal

VP Ref	Landscape context at viewpoint	Existing view towards site
	<p>Town Hall is located in a largely residential area in Wallasey.</p>	<p>Liver Building, the Port of Liverpool turbines, and the Dock cranes, which are clearly seen across the water. Also visible from Magazine Promenade is Anfield Stadium, which occupies the ridgeline that forms the horizon of the view. Goodison Park is also visible, but to a much smaller degree, located immediately beyond the site. The near view comprises the promenade which runs along the length of the waterfront between Seacombe and New Brighton.</p>
24 Magazine Promenade	<p>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.</p>	<p>The view available in an easterly direction is again expansive across the River Mersey. The immediate view features the promenade and the dwellings that overlook it. The view extends south to Wallasey Town Hall and Seacombe Ferry Terminal. The Kingsway tunnel vent forms a tall feature, seen alongside the Town Hall. Across the river, the view includes the cluster of tall buildings within Liverpool's business district and Prince's Dock. The Three Graces are also seen alongside the Museum of Liverpool and Albert Dock. However, these are distant features in the view to the south. The view directly east looks towards the site, the wastewater treatment works and Port of Liverpool Wind Farm. The site is a relatively small feature in the view, largely due to its undeveloped nature. The buildings associated with the wastewater treatment works enclose the northern boundary of the site, and the blue roofed buildings between Bramley Moore Dock and Nelson Dock form the southern site boundary.</p>

VP Ref	Landscape context at viewpoint	Existing view towards site
		<p>South of the site, the Titanic Hotel and the Tobacco Warehouse are prominent buildings and the Victoria Clock Tower is also seen on the waterfront. Directly north of the site, a metal clad building at Huskisson Dock is seen between two of the Port of Liverpool turbines and forms a notable industrial feature. The industrial landscape of Liverpool Docks continues to occupy the northern part of the view across the Mersey, with Royal Seaforth Docks being the most visually notable feature. The backdrop to the view is formed by the rising landform of Anfield and Everton. The tower of St George's Church, Everton is seen above the horizon, as is Anfield Stadium.</p>
25 Fort Perch Rock	<p>Fort Perch Rock is a Grade II* listed early 19<sup>th</sup> 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.</p>	<p>The view looks south east across the beach towards New Brighton and the River Mersey. The near view is formed by the built form of New Brighton, a typical seaside resort. The distinctly blue building of Adventureland and Arcade is seen in the direct view alongside the Floral Pavilion and Riverside Bowl. Modern apartments flank the promenade overlooking the estuary and traditional seaside terraces overlook Marine Promenade. The landform rises beyond New Brighton's seafront and the landmark church of St James with Emmanuel and the green domed Shrine Church of Saints Peter and Paul and Saint Philomena can be seen above the skyline alongside numerous dwellings. To the south east, the view extends across the Mersey to Liverpool Docks and the adjacent</p>

VP Ref	Landscape context at viewpoint	Existing view towards site
		<p>industrial area. The dock cranes and wind turbines are prominent features in the view. Numerous residential tower blocks are also seen above the skyline. The site is located at distance from the viewpoint and is seen as an area of undeveloped land south of the southernmost Port of Liverpool turbine. The landmark buildings of Liverpool are seen further south of the site, with the Tobacco Warehouse notable. The tower of the Metropolitan Cathedral is seen above the Tobacco Warehouse. St John's Beacon can be seen in the backdrop of the view alongside the Anglian Cathedral, the Plaza, Radisson Hotel and Beetham Tower. The Royal Liver Building can be just seen in the far distance to the south.</p> <p>There is no view to the immediate north from the viewpoint due to the presence of the Fort.</p>
26 Trafalgar Dock	<p>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</p>	<p>Trafalgar Dock is a redundant dock and forms part of the wider Liverpool Waters masterplan to be developed. The open nature of the dock allows for views towards the red brick, blue corrugated roofed sheds at Bramley-Moore Dock, which form the southern site boundary. The Victoria Tower is clearly visible in the near view, and the Titanic Hotel (Stanley Dock North Warehouse), Tobacco Warehouse, and Stanley Dock South Warehouse are all clearly seen to the north east, beyond the dock wall. Views across the Mersey extend towards Fort Perch Rock at New Brighton. The northerly backdrop to the view is formed by features within</p>

VP Ref	Landscape context at viewpoint	Existing view towards site
	towards the site.	the Port of Liverpool, with the wind turbines being the most visually prominent.
27 South-Western edge of Trafalgar Dock	<p>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 &amp; 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.</p>	<p>The view is similar to that experienced at Viewpoint 26 due to their proximity to each other. The red brick, blue corrugated roofed sheds at Bramley-Moore Dock, which form the southern site boundary can be seen and the Victoria Clock Tower is clearly visible in the near view. To the north east, across Regent Road, the Titanic Hotel (Stanley Dock North Warehouse), Tobacco Warehouse, and Stanley Dock South Warehouse are all clearly seen beyond the dock wall. Views across the Mersey extend towards Fort Perch Rock at New Brighton. The northerly backdrop to the view is formed by Port of Liverpool Wind Farm and features within the Port of Liverpool.</p>
28 Alexandra Tower	<p>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</p>	<p>The view from the car park primarily looks west across the River Mersey towards Wirral, or south across Princes Dock. The view in a northerly direction is filtered by the presence of a tall security fence associated with Alexandra Tower. Beyond the fence the sea wall is visible in the near view, as is the location of the consented Isle of Man Ferry Terminal. The waterfront properties at Waterloo Quay can also be seen. The</p>

VP Ref	Landscape context at viewpoint	Existing view towards site
	World Heritage Site and represents views of people visiting the dockside for leisure purposes.	undeveloped docks in which the site is located can also be seen, with the Victoria Tower forming a feature of the middle distance view. At greater distance, the Port of Liverpool wind turbines and the container terminal cranes form backdrop features. On the opposing side of the Mersey, the view extends to Fort Perch Rock at New Brighton.
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 travels 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.	The view to the east/north east from Bidston Hill as seen from the viewpoint comprises the immediate scrubland/woodland vegetation and rock formations that characterise the Country Park. The middle distance view extends across Birkenhead Docks and Wallasey with distant views of Liverpool available in clear weather conditions. The most notable built features seen in the mid to distant view are the various industrial structures associated with the Great Float (Birkenhead Docks), Wallasey Town Hall, Tobacco Warehouse, Port of Liverpool Wind Farm, Shrine Church of Saints Peter and Paul and Saint Philomena, Seaforth Dock Cranes, Anfield and Goodison Park football stadia. The site itself is not readily visible from Bidston Hill, rather it forms a small part of the distant view.
30 Anglican Cathedral	The Anglican Cathedral (Liverpool Cathedral) is a landmark Grade I listed building located within Rodney Street Conservation Area. It's position on higher ground allows it	The viewpoint at the Cathedral looks in a westerly direction. The view available comprises the immediate car park, known as Cathedral Gate, which is lined by a belt of broadleaved trees. These trees filter views of



VP Ref	Landscape context at viewpoint	Existing view towards site
	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.	the residential dwellings located immediately beyond. To the north, the view looks towards the gated entrance to the Cathedral and the properties on Upper Duke Street. To the north west, there is a limited view out of the immediate surroundings towards Liverpool's waterfront buildings and other notable taller buildings. Those visible include the dome of the community centre The Black-E (former Great George Street Congregational Church), the Unity Building, Beetham Tower, Royal Liver Building, and the Plaza. The site is not visible from the Cathedral.
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.	The viewpoint looks over and along Brownlow Hill with the buildings in the immediate view being associated with the University of Liverpool. The narrow view along the street scene extends across a low rise residential area, with the brick built residential flats on Bronte Street also seen. The backdrop of the view is formed by the taller buildings associated with Liverpool's business district, including Beetham Tower, the Plaza and the Radisson Hotel. Alexandra Tower, at Prince's Dock is seen beyond. The notable waterfront buildings are not visible. The site is also not visible. The Port of Liverpool turbines form a very distant feature.
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	The immediate view from the road includes the local residential area which comprises two storey dwellings and up to four storey blocks of flats. The east facing view looks across a small area of open space and

VP Ref	Landscape context at viewpoint	Existing view towards site
	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.	along Pearson Road towards Birkenhead, the industrial rooftops of which form the mid distance view. The backdrop of the view is formed by Liverpool Docks with the red cranes at the container terminal seen beyond the notable tower of Wallasey Town Hall. The silos at the wastewater treatment works adjacent to the site are also seen, alongside the Port of Liverpool turbines. The skyline to the south east of the view is broken by Alexandra Tower at Prince's Dock. Waterloo Warehouse and Tobacco Warehouse are also seen beyond Queensgate and the Premier Inn Hotel which occupy the near view.

## 5.6 Visual Receptors

5.6.1 The following is a résumé of the viewers and locations from where views may be available, with references to the representative viewpoints or other photographs.

### **People in residential properties**

- Residents of Kirkdale in the vicinity of Tees Street and Tees Close, off Melrose Road, (viewpoint 1) affording oblique, interrupted views towards the site;
- Residents of Waterloo Warehouse (viewpoint 11) accessing the apartments affording oblique and interrupted views towards the site;
- Residents at Ferryside, Birkenhead (viewpoint 22) affording open and expansive views across the River Mersey towards the site;
- Residents of Wilson Road, Wallasey (viewpoint 23) affording open and expansive views across the River Mersey towards the site;
- Residents of Magazine Brow, New Brighton (viewpoint 24) affording open and expansive views across the River Mersey towards the site; and
- Residents of Birkenhead at the Holt Hill junction with Pearson Road (viewpoint 32) affording distant, channelled views across the River Mersey towards the site.

### **Users of public footways/cycleways (pedestrians and cyclists)**

- Users of the road network in close proximity to the site (viewpoints 3, 5, 6, 8, 9, 10, 11) affording direct, channelled, interrupted views towards the site;
- Users of the road network in the wider landscape to the site (viewpoints 1, 13, 14 and 28) affording glimpsed, interrupted views towards the site;
- Users of Everton Valley/ St Domingo Road (viewpoint 4) affording glimpsed and interrupted views towards the site;
- Users of Great Howard Street/ Old Hall Street junction (viewpoint 12) affording glimpsed, channelled views towards the site;
- Users of New Quay (viewpoint 15) affording glimpsed, channelled views towards the site;

- Users of spaces within central Liverpool (viewpoints 16, 17, 18, 19, and 20) affording curtailed views towards the site;
- Users of the long distance promenade through New Brighton, Wallasey and Birkenhead (viewpoints 21, 22, 23, and 24) and receptors at Fort Perch Rock (viewpoint 25) affording open and expansive views across the River Mersey towards the site;
- Users of Bidston Hill Country Park (viewpoint 31) affording partial, expansive views across the river Mersey towards the site; and
- Users of Holt Hill/ Pearson Road junction (viewpoint 32) affording distant, channelled views across the River Mersey towards the site.

## **Leisure users of public parks and public beaches**

- Users of the public open space off Commercial Road, Kirkdale (viewpoint 2) affording oblique, filtered views towards the site;
- Users of Everton Park (viewpoint 7) affording open and expansive views over Liverpool City Centre towards the site;
- Users of the public beach at Fort Perch Rock (viewpoint 25) affording open and expansive views across the River Mersey towards the site; and
- Users of Bidston Hill Country Park (viewpoint 29) affording filtered, intermittent, distant views from an elevated position across the River Mersey towards the site.

## **Vehicular Road users**

- Users of Melrose Road, Kirkdale (viewpoint 1) affording oblique, interrupted views towards the site;
- Users of the road network in close proximity to the site, namely Regent Road, Waterloo Road, Blackstone Street and Boundary Street (viewpoints 3, 5, 6, 8, 9, 10, 11) affording direct, channelled, interrupted views towards the site;
- Users of Everton Valley/ St Domingo Road (viewpoint 4) affording glimpsed and interrupted views towards the site;
- Users of Great Howard Street/ Old Hall Street junction (viewpoint 12) affording glimpsed, channelled views towards the site;

- Users of Princes Parade (viewpoint 13) affording oblique, interrupted views towards the site; and
- Users of New Quay (viewpoint 15) affording glimpsed, channelled views towards the site;
- Users of George's Pierhead (viewpoint 17) affording channelled, curtailed views in the direction towards the site;
- Users of Holt Hill/ Pearson Road junction (viewpoint 32) affording distant, channelled views across the River Mersey towards the site.

## **Leisure Users (including Tourist Visitors)**

- Visitors to the World Heritage Site and buffer zone in the vicinity of the site (viewpoints 3, 8, 9, 10, and 11) affording close distance, direct, channelled, interrupted views towards the site;
- Visitors to Princes Dock (viewpoints 13, 14, and 28) affording varying degrees of mid distance views towards the site;
- Visitors to the Pier Head Plaza and Three Graces within the World Heritage Site (viewpoints 16, 17 and 18) affording limited, mid distance glimpsed views in the direction of the site;
- Visitors to the Albert Dock within the World Heritage Site (viewpoints 19 and 20) affording limited, glimpsed, middle distance views in the direction of the site, across the intervening townscape;
- Visitors to the Woodside and Seacombe Ferry Terminals (viewpoints 21 and 22) affording direct, open and expansive views across the River Mersey towards the site;
- Visitors to Wallasey Town Hall (viewpoint 23) affording direct, open and expansive views across the River Mersey towards the site;
- Visitors to Fort Perch Rock, New Brighton (viewpoint 25) affording oblique, distant, open and expansive views across the River Mersey towards the site;
- Views from within the World Heritage Site at the River Mersey edge, in the vicinity of the Victoria Tower (viewpoints 26 and 27) where direct, close distance views towards the site are available;

- Visitors to the Anglican Cathedral (viewpoint 30) affording glimpsed middle distance views towards the site over the rooftops of the intervening townscape; and
- Visitors to the Metropolitan Cathedral (viewpoint 31) affording glimpsed middle distance views towards the site over the rooftops of the intervening townscape.

## Places of Work

- Places of work in the vicinity of Regents Road (viewpoint 03); and
- Places of work in the vicinity of Princes Dock (viewpoint 14).

## 5.7 Future visual baseline

- 5.7.1 The future baseline scenario of the Liverpool Waters Permission (LPA ref. 20NM/1801 (currently pending determination) – variation of the original outline permission ref. 100/2424) will, upon phased implementation, result in changes to the baseline visual experience within the immediate environs of the site regardless of the proposed development coming forward. The visual appearance of the site and area to the immediate south (Nelson Dock residential-led mixed-use development) will be altered by the approved Liverpool Waters Development. Nelson Dock falls within the 'Northern Docks' phase of Liverpool Waters and comprises six medium rise buildings (21-45m in height) and three low rise buildings (21m) arranged around the quaysides and within the dock itself.
- 5.7.2 An assessment of the potential visual effects of the Liverpool Waters Scheme 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 LVIA. No further assessment is provided within this TVIA but a summary of the Liverpool Waters LVIA is provided within Section 17.6 of the ES technical chapter and a comparative exercise has been undertaken for relevant receptors. The Liverpool Waters (2010) visualisations relevant to this assessment are provided in **Appendix 7** for reference purposes.

## 5.8 Visual Baseline Summary

5.8.1 A summary of the visual baseline information to be taken into account as part of the detailed assessment of the effects on visual amenity is as follows:

- Visibility from residential receptors within the study area, particularly those closest to the site;
- Visibility from pedestrian and cycle users of the surrounding road network, particularly those within close proximity to the site;
- Visibility from users of public parks and public beaches;
- Visibility from vehicle users of the surrounding road network;
- Visibility from Liverpool City Centre, particularly views from; and
- Visibility from leisure users/tourist visitors to designated landscapes including Liverpool Maritime Mercantile City World Heritage Site and visitors to well-known landmark buildings and features within Liverpool city centre.

5.8.2 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 following visual assessment focuses on the visual amenity available to people viewing the landscape.

## 5.9 Effects on Visual Amenity

### Sensitivity

5.9.1 The sensitivity of views is affected by factors such as the distance to the viewer, the number of viewers affected and the importance of the site in the overall view. The context of the viewpoint may also contribute to the ability to accommodate change. For example, people viewing from residential properties or from a valued landscape might be regarded as less able to accommodate change, than those viewing from an industrial context.

5.9.2 The sensitivity of the visual receptors is assessed as set out within Table 5.6:

Table 5.6 Sensitivity of receptors

Receptor	Value	Susceptibility	Sensitivity
<b>People in residential properties</b>			
Residents of Kirkdale in the vicinity of Tees Street and Tees Close, off Melrose Road, (viewpoint 1) and Waterloo Warehouse (viewpoint 11)	Residents afford oblique, partial and interrupted views towards the site. <b>Medium value</b>	Residents at home. <b>Very susceptible</b> to change in their visual amenity	Very susceptible and medium value results in a <b>moderate sensitivity</b>
Residents of Ferryside (viewpoint 22) Wilson Road, Wallasey (viewpoint 23) and Magazine Brow, New Brighton (viewpoint 24)	Receptors afford direct, open and expansive scenic views across the River Mersey towards the site and WHS. <b>High value</b>	Residents at home. <b>Very susceptible</b> to change in their visual amenity	Very susceptible and high value results in a <b>high sensitivity</b>
Residents in Birkenhead at the Holt Hill junction with Pearson Road (viewpoint 32)	Residents afford partial, distant, channelled views across an industrial context over the River Mersey towards the site. <b>Medium value</b>	Residents at home. <b>Very susceptible</b> to change in their visual amenity	Very susceptible and medium value results in a <b>moderate sensitivity</b>
<b>Users of public footways/cycleways (pedestrians and cyclists)</b>			
Users of the road network in proximity to the site, within WHS and WHS buffer zone (viewpoints 3, 8, 9, 10, 11)	Receptors afforded direct, channelled, interrupted views towards the site. Routes located within WHS, WHS buffer zone, and Conservation Area. <b>Medium value</b>	Receptors most likely to be people travelling to places of work but routes also of interest to visitors due to WHS and Conservation Area. Overall <b>Very</b>	Very susceptible and medium value results in a <b>moderate sensitivity</b>



Receptor	Value	Susceptibility	Sensitivity
		<b>susceptible</b>	
Users of the road network at Princes Dock (viewpoints 13, 14, 28)	Receptors afforded channelled, interrupted views towards the site (north) and scenic views south towards central Liverpool and across the River Mersey. <b>High value</b>	Receptors include people travelling to places of work but also leisure users/tourist visitors. Overall <b>Very susceptible</b>	Very susceptible and high value results in a <b>high sensitivity</b>
Users of the road network in the wider landscape to the site (viewpoint 1)	Receptors afford glimpsed, interrupted views towards the site. <b>Medium value</b>	Receptors most likely to be people within the local community. <b>Very susceptible</b> to change in their visual amenity	Very susceptible and medium value results in a <b>moderate sensitivity</b>
Users of the road network in close proximity to the site, namely, Blackstone Street and Boundary Street (viewpoints 5 and 6)	Receptors afford direct, channelled, interrupted views towards the site. <b>Medium value</b>	Receptors most likely to be people travelling to places of work. <b>Less susceptible</b> to change in their visual amenity	The medium value and low susceptibility results in a <b>lesser sensitivity</b>
Users of Everton Valley/ St Domingo Road (viewpoint 4), Great Howard Street/ Old Hall Street junction (viewpoint 12) and New Quay (viewpoint 15)	Receptors afford partial, glimpsed, channelled and/or interrupted views towards the site. <b>Medium value</b>	Receptors most likely to be people travelling to places of work or undertaking non leisure activity. <b>Less susceptible</b> to change in their visual amenity	Less susceptible and medium value results in a <b>moderate sensitivity</b>
Users of spaces within central Liverpool	Receptors afford scenic views of central Liverpool, and open	<b>Very susceptible</b> to change in their	Very susceptible and high value results in

Receptor	Value	Susceptibility	Sensitivity
(viewpoints 16, 17, 18, 19, and 20)	and expansive views across the River Mersey. Views towards the site are curtailed. <b>High value</b>	visual amenity	a <b>high sensitivity</b>
Users of the long distance promenade through New Brighton, Wallasey and Birkenhead (viewpoints 21, 22, 23, 24, and 25)	Receptors afford scenic, open and expansive views across the River Mersey towards the site. <b>High value</b>	<b>Very susceptible</b> to change in their visual amenity	Very susceptible and high value results in a <b>high sensitivity</b>
Users of Holt Hill/ Pearson Road junction (viewpoint 32)	Receptors afford partial, distant, channelled views across the River Mersey towards the site. <b>Medium value</b>	<b>Very susceptible</b> to change in their visual amenity	Very susceptible and medium value results in a <b>moderate sensitivity</b>
<b>Leisure users of public parks and public beaches</b>			
Users of the public open space off Commercial Road, Kirkdale (viewpoint 2)	Receptors afford oblique, filtered views towards the site. Located within local greenspace within densely built up area but context of area, located between busy road corridor and industrial area, gives rise to <b>medium value</b>	Users of POS. <b>Very susceptible</b> to change in their visual amenity.	Very susceptible and medium value results in a <b>moderate sensitivity</b>
Users of Everton Park (viewpoint 7)	Receptors afford open and expansive views over Liverpool City Centre towards the site. <b>High value</b>	<b>Very susceptible</b> as the users' interest is likely to be focused on the surrounding landscape	Very susceptible and high value results in a <b>high sensitivity</b>

Receptor	Value	Susceptibility	Sensitivity
Users of the public beach at Fort Perch Rock (viewpoint 25).	Receptors afforded oblique, distant, open and expansive views across the River Mersey towards the site. <b>Medium value</b>	Users of public beach with focus of views across the River Mersey. <b>Very susceptible</b> to change in their visual amenity	Very susceptible and medium value results in a <b>moderate sensitivity</b>
Users of Bidston Hill Country Park (viewpoint 29)	Receptors afford filtered, intermittent, distant views from an elevated position across the River Mersey towards the site. <b>High value</b>	Receptors located at local vantage point. <b>Very susceptible</b> to change in their visual amenity	Very susceptible and high value results in a <b>high sensitivity</b>
<b>Road users</b>			
Users of Melrose Road, Kirkdale, (viewpoint 1) Everton Valley/ St Domingo Road (viewpoint 4), Great Howard Street/ Old Hall Street junction (viewpoint 12), New Quay (viewpoint 15) and Princes Parade (viewpoint 13).	Receptors afford partial, channelled oblique and interrupted views towards the site. <b>Medium value</b>	Receptors most likely to be people travelling to places of work. Busy, urban road corridors with no focus on the surrounding townscape. <b>Less susceptible</b>	Less susceptible and medium value results in a <b>lesser sensitivity</b>
Users of the road network in close proximity to the site, namely Regent Road and Waterloo Road (viewpoints 3, 8, 9, 10, 11).	Receptors afford channelled, interrupted views towards the site. Routes located in WHS and Conservation Area. <b>Medium value</b>	Receptors most likely to be people travelling to places of work. <b>Less susceptible</b> to change in their visual amenity.	Less susceptible and medium value and results in a <b>lesser sensitivity</b>
Users of the road network in close	Receptors afford partial, channelled, interrupted views	Receptors most likely to be people	Less susceptible and medium value

Receptor	Value	Susceptibility	Sensitivity
proximity to the site, namely, Blackstone Street and Boundary Street (viewpoints 5 and 6).	towards the site. <b>Medium value</b>	travelling to places of work. <b>Less susceptible</b> to change in their visual amenity	results in a <b>lesser sensitivity</b>
Users of Holt Hill/ Pearson Road junction (viewpoint 32)	Receptors afford distant, partial channelled views across the River Mersey towards the site. <b>Medium value</b>	Road corridor with no focus on surrounding townscape. <b>Less susceptible</b>	Less susceptible and medium value results in a <b>lesser sensitivity</b>
<b>Leisure Users (including Tourist Visitors)</b>			
Visitors to the World Heritage Site in the vicinity of the site (viewpoints 3, 8, 9, 10, 11).	<b>Medium value</b> due to lower scenic nature of general views in the WHS (industrial docklands/commercial land use) afforded by visitors.	Receptors more likely to be people passing through the area but could be visited by tourists. <b>Very susceptible</b> to change in their visual amenity.	Very susceptible and high value results in a <b>moderate sensitivity</b>
Visitors to the wider World Heritage Site (central Liverpool) (viewpoints 16, 17, 18, 19, 20).	<b>High value</b> due to high scenic nature of views in the WHS afforded by visitors.	Visitor/Tourist destination. <b>Very susceptible</b> to change in their visual amenity	Very susceptible and high value results in a <b>high sensitivity</b>
Visitors to Princes Dock (viewpoints 13 and 14)	Receptors afford channelled, interrupted mid distance views towards the site. Scenic views across the River Mersey (away from the site). <b>High value</b>	Visitor/Tourist destination. <b>Very susceptible</b> to change in their visual amenity.	Very susceptible and high value results in a <b>high sensitivity</b>
Visitors to Princes Dock – Alexandra Tower (viewpoint 28)	Receptors afford open, mid distance views towards the site. Scenic views across the	Visitor/Tourist destination. <b>Very susceptible</b> to	Very susceptible and high value results in a <b>high sensitivity</b>

Receptor	Value	Susceptibility	Sensitivity
	River Mersey to the west (away from site). <b>High value</b>	change in their visual amenity.	
Visitors to the Woodside and Seacombe Ferry Terminals (viewpoints 21 and 22) and visitors to Wallasey Town Hall (viewpoint 23).	Receptors afford scenic, direct, open and expansive views across the River Mersey towards the site. <b>High value</b>	Visitor/Tourist destination. <b>Very susceptible</b> to change in their visual amenity.	Very susceptible and high value results in a <b>high sensitivity</b>
Visitors to Fort Perch Rock, New Brighton (viewpoint 25).	Receptors afford oblique, open, expansive and distant views across the River Mersey towards the site. <b>High value</b>	Visitor/Tourist destination. <b>Very susceptible</b> to change in their visual amenity.	Very susceptible and high value results in a <b>high sensitivity</b>
Visitors to the Anglican Cathedral (viewpoint 30) and visitors to the Metropolitan Cathedral (viewpoint 31).	Receptors afford glimpsed middle distance views towards the site over the rooftops of the intervening townscape. <b>High value</b>	Visitor/Tourist destination. <b>Very susceptible</b> to change in their visual amenity due to scenic nature of the Cathedrals.	Very susceptible and high value results in a <b>high sensitivity</b>
<b>Visitors to Trafalgar Dock</b>			
Other viewpoints located within World Heritage Site where public access is limited (viewpoints 26 and 27).	<b>Medium value</b> as although within the WHS, the low scenic nature of views within the industrial area, ongoing construction works notable and restricted public access reduces its value	Visitor/Tourist destination. <b>Very susceptible</b> to change in their visual amenity.	Very susceptible and medium value results in a <b>moderate</b> sensitivity
<b>People at Place of Work</b>			
People working in the vicinity of Regents	Receptors afford channelled, interrupted views towards the	People at places of work. <b>Less</b>	Less susceptible and medium value

Receptor	Value	Susceptibility	Sensitivity
Road (viewpoint 03)	site. Located in WHS and Conservation Area. <b>Medium value</b>	<b>susceptible</b> to change in their visual amenity.	results in a <b>lesser sensitivity</b>
People working in the vicinity of Princes Dock (viewpoint 14)	Receptors afford channelled, interrupted mid distance views towards the site. Scenic views across the River Mersey (away from the site). <b>High value</b>	People at places of work. <b>Less susceptible</b> to change in their visual amenity.	Less susceptible and high value results in a <b>moderate sensitivity</b>

### Magnitude of Change

- 5.9.3 The representative views are described below with an analysis of the degree and nature of changes in them resulting from the development, to inform the effects assessment.

Table 5.7 View with development &amp; magnitude of change

VP ref and distance and approx. direction from site	View during construction	View on completion	Magnitude of change
01 Melrose Road - 2.1 km to the north east	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.	<p><b><u>Day time non match day:</u></b></p> <p>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.</p> <p><b><u>Day time match day:</u></b></p> <p>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.</p> <p><b><u>Night time non match day:</u></b></p> <p>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.</p>	<p><b><u>Construction:</u></b></p> <p><b>Small change</b></p> <p>The duration of the change in the view due to the construction works will be short term and will be seen in a small proportion of the view available.</p> <p><b><u>Day time non match day:</u></b></p> <p><b>Small change</b></p> <p>The duration of the change to the view will be long term and permanent for a small portion of the view.</p> <p><b><u>Day time match day:</u></b></p> <p><b>Small change</b></p> <p>The duration of the change will be long term but temporary and will occur in a small part of the overall view.</p> <p><b><u>Night time non match day:</u></b></p> <p><b>Small change</b></p> <p>The duration of the change in the view will be long term and permanent, seen within a small part of the overall view.</p> <p><b><u>Night time match day:</u></b></p> <p><b>Medium change</b></p> <p>The duration of the change will be long term but temporary and will occur in a small part of the view.</p>

VP ref and distance and approx. direction from site	View during construction	View on completion	Magnitude of change
		<p><b><u>Night time match day:</u></b></p> <p>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.</p>	
02 Commercial Road – 1.1 km to the north east	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.	<p><b><u>Day time non match day:</u></b></p> <p>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 relatively 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.</p> <p><b><u>Day time match day:</u></b></p> <p>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.</p> <p><b><u>Night time non match day:</u></b></p> <p>The proposed development will introduce lighting within an area of lower light</p>	<p><b><u>Construction:</u></b></p> <p><b>Small change</b></p> <p>The duration of the change in the view due to the construction works will be short term, in a relatively small proportion of the view.</p> <p><b><u>Day time non match day:</u></b></p> <p><b>Small change</b></p> <p>The duration of the change to the view will be long term and permanent for a small portion of the view.</p> <p><b><u>Day time match day:</u></b></p> <p><b>Medium change</b></p> <p>The change will be long term but temporary in nature, occurring in the near view.</p> <p><b><u>Night time non match day:</u></b></p> <p><b>Small change</b></p> <p>The duration of the change to the view will be long term and permanent for a relatively small proportion of the view.</p> <p><b><u>Night time match day:</u></b></p>



VP ref and distance and approx. direction from site	View during construction	View on completion	Magnitude of change
		<p>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.</p> <p><b><u>Night time match day:</u></b></p> <p>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.</p>	<p><b>Medium change</b></p> <p>The change will be long term but temporary in nature, occurring in a relatively small part of the view.</p>
03 Regent Road – 0.3 km to the north east	<p>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.</p>	<p><b><u>Day time non match day:</u></b></p> <p>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 repaired Hydraulic Engine House 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 the otherwise industrial area.</p> <p><b><u>Day time match day:</u></b></p> <p>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</p>	<p><b><u>Construction:</u></b></p> <p><b>Medium change</b></p> <p>The duration of the change in the view due to the construction works will be short term, occurring within the immediate view and occupying a large portion of the view.</p> <p><b><u>Day time non match day:</u></b></p> <p><b>Medium change</b></p> <p>The duration of the change will be long term and permanent, occurring in the immediate view and occupying a large portion of the view.</p> <p><b><u>Day time match day:</u></b></p> <p><b>Great change</b></p> <p>The change will be long term but temporary in nature, occurring in the immediate view.</p> <p><b><u>Night time non match day:</u></b></p> <p><b>Medium change</b></p>

VP ref and distance and approx. direction from site	View during construction	View on completion	Magnitude of change
		<p>movement of people and vehicles will not be perceptible in the near view.</p> <p><b><u>Night time non match day:</u></b></p> <p>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 light sources 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.</p> <p><b><u>Night time match day:</u></b></p> <p>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.</p>	<p>The duration of the change will be long term and permanent, occurring in the immediate view.</p> <p><b><u>Night time match day:</u></b></p> <p><b>Great change</b></p> <p>The change will be long term but temporary in nature, occurring in the immediate view and occupying a relatively large portion of the view.</p>
04 Everton Valley/ St Domingo Road junction – 1.9 km to the north east	Views of the demolition of the internal 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	<p><b><u>Day time non match day:</u></b></p> <p>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.</p>	<p><b><u>Construction:</u></b></p> <p><b>Negligible change</b></p> <p>The duration of the change in the view due to the construction works will be short term, seen in a small proportion of the view.</p> <p><b><u>Day time non match day:</u></b></p> <p><b>Negligible change</b></p> <p>The duration of the change to the view will be long term and permanent, seen in a small proportion of the view.</p>

VP ref and distance and approx. direction from site	View during construction	View on completion	Magnitude of change
	existing view.	<p><b><u>Day time match day:</u></b></p> <p>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 stadia 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.</p> <p><b><u>Night time non match day:</u></b></p> <p>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.</p> <p><b><u>Night time match day:</u></b></p> <p>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.</p>	<p><b><u>Day time match day:</u></b></p> <p><b>Small change</b></p> <p>The change will be long term but temporary in nature, occurring in a small part of the view.</p> <p><b><u>Night time non match day:</u></b></p> <p><b>Negligible change</b></p> <p>The duration of the change to the view will be long term and permanent, seen in a small proportion of the view.</p> <p><b><u>Night time match day:</u></b></p> <p><b>Small change</b></p> <p>The change will be long term but temporary in nature, occurring in a small part of the view.</p>

VP ref and distance and approx. direction from site	View during construction	View on completion	Magnitude of change
05 Blackstone Street – 0.3 km to the east	The ground level construction activity within the site will not be seen from the viewpoint location due to the presence of the dock wall, 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.	<p><b><u>Day time non match day:</u></b></p> <p>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.</p> <p><b><u>Day time match day:</u></b></p> <p>The immediately surrounding environs of the viewpoint are proposed to be an area of restricted parking. 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.</p> <p><b><u>Night time non match day:</u></b></p> <p>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.</p> <p><b><u>Night time match day:</u></b></p> <p>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</p>	<p><b><u>Construction:</u></b></p> <p><b>Great change</b></p> <p>The duration of the change in the view due to the construction works will be short term, seen in the immediate view and occupying a large portion of the view.</p> <p><b><u>Day time non match day:</u></b></p> <p><b>Great change</b></p> <p>The duration of the change will be long term and permanent, occurring in the immediate view and occupying a large portion of the view.</p> <p><b><u>Day time match day:</u></b></p> <p><b>Great change</b></p> <p>The duration of the change will be long term but temporary, occurring in the immediate view.</p> <p><b><u>Night time non match day:</u></b></p> <p><b>Medium change</b></p> <p>The duration of the change will be long term and permanent, occurring in the immediate view and occupying a large portion of the view.</p> <p><b><u>Night time match day:</u></b></p> <p><b>Great change</b></p> <p>The duration of the change will be long term but temporary, occurring in the immediate view.</p>

VP ref and distance and approx. direction from site	View during construction	View on completion	Magnitude of change
		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.	
06 Boundary Street – 0.75 km to the east	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.	<p><b><u>Day time non match day:</u></b></p> <p>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.</p> <p><b><u>Day time match day:</u></b></p> <p>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.</p> <p><b><u>Night time non match day:</u></b></p> <p>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</p>	<p><b><u>Construction:</u></b></p> <p><b>Medium change</b></p> <p>The duration of the change in the view due to the construction works will be short term, seen in the near view and occupying a small portion of the overall view.</p> <p><b><u>Day time non match day:</u></b></p> <p><b>Medium change</b></p> <p>The duration of the change will be long term and permanent, occurring in the central proportion of the view.</p> <p><b><u>Day time match day:</u></b></p> <p><b>Medium change</b></p> <p>The duration of the change will be long term but temporary, occurring in a large proportion of the near view.</p> <p><b><u>Night time non match day:</u></b></p> <p><b>Small change</b></p> <p>The duration of the change will be long term and permanent, occurring in a central portion of the view.</p> <p><b><u>Night time match day:</u></b></p> <p><b>Medium change</b></p> <p>The duration of the change will be long term but temporary, occurring in a large proportion of the near view.</p>

VP ref and distance and approx. direction from site	View during construction	View on completion	Magnitude of change
		<p>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.</p> <p><b><u>Night time match day:</u></b></p> <p>During matches and events, 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.</p>	
07 Everton Park – 2.1 km to the south east	<p>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.,.</p>	<p><b><u>Day time non match day:</u></b></p> <p>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.</p> <p><b><u>Day time match day:</u></b></p> <p>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.</p> <p><b><u>Night time non match day:</u></b></p> <p>The lighting associated with the proposed development will be barely appreciable</p>	<p><b><u>Construction:</u></b></p> <p><b>Small</b> change.</p> <p>The construction phase will be of short term duration, occupying a small part of the view.</p> <p><b><u>Day time non match day:</u></b></p> <p><b>Small</b> change.</p> <p>The duration of the change will be long term and permanent, occupying a small part of the view.</p> <p><b><u>Day time match day:</u></b></p> <p><b>Small</b> change.</p> <p>The change will be long term but temporary, occupying a small part of the view.</p> <p><b><u>Night time non match day:</u></b></p> <p><b>Small</b> change.</p> <p>The duration of the change will be long term and permanent</p>



VP ref and distance and approx. direction from site	View during construction	View on completion	Magnitude of change
		<p>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.</p> <p><b><u>Night time match day:</u></b></p> <p>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.</p>	<p>and will occupy a small part of the view.</p> <p><b><u>Night time match day:</u></b></p> <p><b>Small change.</b></p> <p>The change will be long term but temporary, occupying a small part of the view.</p>
08 Bascule Bridge – 0.3 km to the south	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	<p><b><u>Day time non match day:</u></b></p> <p>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 will any features</p>	<p><b><u>Construction:</u></b></p> <p><b>Great change</b></p> <p>The construction phase will be of short term duration, occupying the near view.</p> <p><b><u>Day time non match day:</u></b></p> <p><b>Great change</b></p> <p>The duration of the change will be long term and permanent, occupying the near view.</p>

VP ref and distance and approx. direction from site	View during construction	View on completion	Magnitude of change
	<p>infilling/compacting the dock may be noticeable where it occurs within the western part of the site. Works associated with the Hydraulic Tower 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.</p>	<p>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.</p> <p><b><u>Day time match day:</u></b></p> <p>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.</p> <p><b><u>Night time non match day:</u></b></p> <p>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.</p> <p><b><u>Night time match day:</u></b></p> <p>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</p>	<p><b><u>Day time match day:</u></b></p> <p><b>Great change</b></p> <p>The change will be long term but temporary, occupying the near view.</p> <p><b><u>Night time non match day:</u></b></p> <p><b>Medium change</b></p> <p>The duration of the change will be long term and permanent, occupying the near view.</p> <p><b><u>Night time match day:</u></b></p> <p><b>Great change</b></p> <p>The change will be long term but temporary, occupying the near view.</p>



VP ref and distance and approx. direction from site	View during construction	View on completion	Magnitude of change
		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.	
09 Waterloo Road – 0.8 km to the south	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, 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.	<p><b><u>Day time non match day:</u></b></p> <p>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.</p> <p><b><u>Day time match day:</u></b></p> <p>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.</p> <p><b><u>Night time non match day:</u></b></p> <p>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</p>	<p><b><u>Construction:</u></b></p> <p><b>Small change</b></p> <p>The construction phase will be of short term duration, seen in the backdrop to the view along the road corridor, occupying a relatively small part of the overall view available.</p> <p><b><u>Day time non match day:</u></b></p> <p><b>Small change</b></p> <p>The change will be long term and permanent, seen in the backdrop to the view along the road corridor, occupying a relatively small part of the overall view available.</p> <p><b><u>Day time match day:</u></b></p> <p><b>Medium change</b></p> <p>The change will be long term but temporary, seen along the road corridor towards the site.</p> <p><b><u>Night time non match day:</u></b></p> <p><b>Medium change</b></p> <p>The change will be long term and permanent, seen in the backdrop to the view along the road corridor, occupying a relatively small part of the overall view available.</p> <p><b><u>Night time match day:</u></b></p> <p><b>Medium change</b></p> <p>The change will be long term but temporary, seen along the road corridor towards the site.</p>

VP ref and distance and approx. direction from site	View during construction	View on completion	Magnitude of change
		<p>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.</p> <p><b><u>Night time match day:</u></b> 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.</p>	
10 Tunnel vent on Waterloo Road – 1 km to the south	<p>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.</p>	<p><b><u>Day time non match day:</u></b> 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 within 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.</p> <p><b><u>Day time match day:</u></b> 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.</p> <p><b><u>Night time non match day:</u></b></p>	<p><b><u>Construction:</u></b> <b>Small change</b> The construction phase will be of short term duration, seen in the backdrop to the view along the road corridor, occupying a small part of the overall view.</p> <p><b><u>Day time non match day:</u></b> <b>Medium change</b> The change will be long term and permanent, seen in the backdrop to the view along the road corridor, occupying a small part of the overall view.</p> <p><b><u>Day time match day:</u></b> <b>Medium change</b> The change will be long term but temporary, seen along the road corridor towards the site.</p> <p><b><u>Night time non match day:</u></b> <b>Small change</b></p>

VP ref and distance and approx. direction from site	View during construction	View on completion	Magnitude of change
		<p>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 landmark feature at the head of the road and is considered a positive addition to the view.</p> <p><b><u>Night time match day:</u></b></p> <p>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.</p>	<p>The change will be long term and permanent, seen in the backdrop to the view along the road corridor, occupying a small part of the overall view.</p> <p><b><u>Night time match day:</u></b></p> <p><b>Medium change</b></p> <p>The change will be long term but temporary, seen along the road corridor towards the site.</p>
11 Waterloo Warehouse/ Waterloo Road – 1.1 km to the south	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 Trafalgar Dock 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.	<p><b><u>Day time non match day:</u></b></p> <p>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</p>	<p><b><u>Construction:</u></b></p> <p><b>Small change</b></p> <p>The construction phase will be of short term duration, seen in the backdrop to the view along the road corridor, occupying a small part of the overall view.</p> <p><b><u>Day time non match day:</u></b></p> <p><b>Medium change</b></p> <p>The change will be long term and permanent, seen in the backdrop to the view along the road corridor, occupying a small part of the overall view.</p>

VP ref and distance and approx. direction from site	View during construction	View on completion	Magnitude of change
		<p>the northerly extent of the WHS.</p> <p><b><u>Day time match day:</u></b></p> <p>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.</p> <p><b><u>Night time non match day:</u></b></p> <p>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.</p> <p><b><u>Night time match day:</u></b></p> <p>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.</p>	<p><b><u>Day time match day:</u></b></p> <p><b>Medium change</b></p> <p>The change will be long term but temporary, seen along the road corridor towards the site, occupying a small part of the overall view.</p> <p><b><u>Night time non match day:</u></b></p> <p><b>Small change</b></p> <p>The change will be long term and permanent, seen in the backdrop to the view along the road corridor, occupying a small part of the overall view.</p> <p><b><u>Night time match day:</u></b></p> <p><b>Medium change</b></p> <p>The change will be long term but temporary, seen along the road corridor towards the site, occupying a small part of the overall view.</p>
12 Great Howard Street/ Old Hall Street junction – 1.5 km to the south	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,	<p><b><u>Day time non match day:</u></b></p> <p>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</p>	<p><b><u>Construction:</u></b></p> <p><b>Negligible change</b></p> <p>The duration of the construction phase will be short term.</p> <p><b><u>Day time non match day:</u></b></p>

VP ref and distance and approx. direction from site	View during construction	View on completion	Magnitude of change
	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.	<p>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.</p> <p><b><u>Day time match day:</u></b></p> <p>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.</p> <p><b><u>Night time non match day:</u></b></p> <p>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.</p> <p><b><u>Night time match day:</u></b></p> <p>As night time non match day above.</p>	<p><b>Negligible change</b></p> <p>The duration of the change will be long term and permanent.</p> <p><b><u>Day time match day:</u></b></p> <p><b>Negligible change</b></p> <p>The duration of the change will be long term and temporary.</p> <p><b><u>Night time non match day:</u></b></p> <p><b>Negligible change</b></p> <p>The duration of the change will be long term and permanent.</p> <p><b><u>Night time match day:</u></b></p> <p><b>Negligible change</b></p> <p>The duration of the change will be long term and permanent.</p>
13 Princes Parade – 1.5 km to the south	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.	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 for all scenarios.	<b>Negligible</b> for all scenarios
14 Princes Dock footbridge – 1.7 km to the south	No view available	The proposed development will be completely screened from view by the presence of existing built form. No view available for all scenarios.	<b>No change</b> for all scenarios
15 New Quay – 1.9 km to the	Due to the location of the site beyond a brow in the near view, and at relative distance from the viewpoint, the ground	<p><b><u>Day time non match day:</u></b></p> <p>The proposed development will be barely visible beyond the chimney of the MNL</p>	<p><b><u>Construction:</u></b></p> <p><b>Negligible change</b></p>

VP ref and distance and approx. direction from site	View during construction	View on completion	Magnitude of change
south	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.	<p>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.</p> <p><b><u>Day time match day:</u></b> 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.</p> <p><b><u>Night time non match day:</u></b> 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.</p> <p><b><u>Night time match day:</u></b> As night time non match day above.</p>	<p>The duration of the construction phase will be short term.</p> <p><b><u>Day time non match day:</u></b> <b>Negligible change</b> The duration of the change will be long term and permanent.</p> <p><b><u>Day time match day:</u></b> <b>Negligible change</b> The duration of the change will be long term and temporary.</p> <p><b><u>Night time non match day:</u></b> <b>Negligible change</b> The duration of the change will be long term and permanent.</p> <p><b><u>Night time match day:</u></b> <b>Negligible change</b> The duration of the change will be long term and temporary.</p>
16 Pier Head Ferry Terminal – 2.2 km to the south	No view available	The proposed development will be completely screened from view by the presence of existing built form. No view available for all scenarios.	No change for all scenarios
17 Georges Pier Head – 2.3 km to the south	No view available	The proposed development will be completely screened from view by the presence of existing built form. No view available for all scenarios.	No change for all scenarios
18 Pier Head Plaza – 2.4 km to the south	No view available	The proposed development will be completely screened from view by the presence of existing built form. No view available for all scenarios.	No change for all scenarios

VP ref and distance and approx. direction from site	View during construction	View on completion	Magnitude of change
19 Salthouse Quay – 2.6 km to the south	No view available	The proposed development will be completely screened from view by the presence of existing built form. No view available for all scenarios.	No change for all scenarios
20 Albert Dock – 2.6 km to the south	No view available	The proposed development will be completely screened from view by the presence of existing built form. No view available for all scenarios.	No change for all scenarios
21 Woodside Ferry Terminal – 3.2 km to the south west	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).	<p><b><u>Day time non match day:</u></b></p> <p>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.</p> <p><b><u>Day time match day:</u></b></p> <p>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.</p> <p><b><u>Night time non match day:</u></b></p> <p>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</p>	<p><b><u>Construction:</u></b></p> <p><b>Small change</b></p> <p>The construction phase will be of short term duration, seen at distance across the river within a small part of the overall view.</p> <p><b><u>Day time non match day:</u></b></p> <p><b>Small change</b></p> <p>The change will be long term and permanent, seen at distance across the river within a small part of the overall view.</p> <p><b><u>Day time match day:</u></b></p> <p><b>Small change</b></p> <p>The change will be long term but temporary, seen at distance across the river within a small part of the overall view.</p> <p><b><u>Night time non match day:</u></b></p> <p><b>Small change</b></p> <p>The change will be long term and permanent, seen at distance across the river in a small proportion of the view.</p> <p><b><u>Night time match day:</u></b></p>



VP ref and distance and approx. direction from site	View during construction	View on completion	Magnitude of change
		<p>detrimental to the nature of views available.</p> <p><b><u>Night time match day:</u></b></p> <p>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.</p>	<p><b>Small change</b></p> <p>The change will be long term but temporary, seen at distance across the river in a small proportion of the view.</p>
22 Seacombe Ferry Terminal – 1.7 km to the south west	<p>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.</p>	<p><b><u>Day time non match day:</u></b></p> <p>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.</p> <p><b><u>Day time match day:</u></b></p> <p>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.</p>	<p><b><u>Construction:</u></b></p> <p><b>Medium change</b></p> <p>The construction phase will be of short term duration, seen in the oblique view across the river.</p> <p><b><u>Day time non match day:</u></b></p> <p><b>Medium change</b></p> <p>The change will be long term and permanent seen in the oblique view across the river.</p> <p><b><u>Day time match day:</u></b></p> <p><b>Medium change</b></p> <p>The change will be long term but temporary, seen in the oblique view across the river.</p> <p><b><u>Night time non match day:</u></b></p> <p><b>Small change</b></p> <p>The change will be long term and permanent seen in the oblique view across the river.</p> <p><b><u>Night time match day:</u></b></p> <p><b>Medium change</b></p> <p>The change will be long term but temporary, seen in the</p>



VP ref and distance and approx. direction from site	View during construction	View on completion	Magnitude of change
		<p><b><u>Night time non match day:</u></b></p> <p>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.</p> <p><b><u>Night time match day:</u></b></p> <p>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.</p>	oblique view across the river.
23 Wallasey Town Hall – 1.5 km to the south west	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.	<p><b><u>Day time non match day:</u></b></p> <p>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.</p> <p><b><u>Day time match day:</u></b></p> <p>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</p>	<p><b><u>Construction:</u></b></p> <p><b>Medium change</b></p> <p>The construction phase will be of short term duration, seen in the direct view across the river.</p> <p><b><u>Day time non match day:</u></b></p> <p><b>Medium change</b></p> <p>The change will be long term and permanent seen in the direct view across the river.</p> <p><b><u>Day time match day:</u></b></p> <p><b>Medium change</b></p> <p>The change will be long term and temporary seen in the direct view across the river.</p> <p><b><u>Night time non match day:</u></b></p> <p><b>Medium change</b></p>

VP ref and distance and approx. direction from site	View during construction	View on completion	Magnitude of change
		<p>day scenario.</p> <p><b><u>Night time non match day:</u></b></p> <p>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.</p> <p><b><u>Night time match day:</u></b></p> <p>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.</p>	<p>The change will be long term and permanent seen in the direct view across the river.</p> <p><b><u>Night time match day:</u></b></p> <p><b>Medium change</b></p> <p>The change will be long term and temporary seen in the direct view across the river.</p>
24 Magazine Promenade – 2 km to the north west	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.	<p><b><u>Day time non match day:</u></b></p> <p>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</p>	<p><b><u>Construction:</u></b></p> <p><b>Small change</b></p> <p>The construction phase will be of short term duration, seen in the direct view across the river.</p> <p><b><u>Day time non match day:</u></b></p> <p><b>Small change</b></p> <p>The change will be long term and permanent seen in the direct view across the river.</p> <p><b><u>Day time match day:</u></b></p> <p><b>Small change</b></p>

VP ref and distance and approx. direction from site	View during construction	View on completion	Magnitude of change
		<p>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.</p> <p><b><u>Day time match day:</u></b> 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.</p> <p><b><u>Night time non match day:</u></b> 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.</p> <p><b><u>Night time match day:</u></b> 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.</p>	<p>The change will be long term and temporary seen in the direct view across the river.</p> <p><b><u>Night time non match day:</u></b> <b>Small change</b> The change will be long term and permanent seen in the direct view across the river.</p> <p><b><u>Night time match day:</u></b> <b>Medium change</b> The change will be long term and temporary seen in the direct view across the river.</p>
25 Fort Perch Rock – 3 km to the north west	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.	<p><b><u>Day time non match day:</u></b> 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</p>	<p><b><u>Construction:</u></b> <b>Small change</b> The short term construction phase will be seen in the oblique view, occupying a small proportion of the view available.</p> <p><b><u>Day time non match day:</u></b> <b>Small change</b> The change will be long term and permanent seen in the</p>

VP ref and distance and approx. direction from site	View during construction	View on completion	Magnitude of change
	<p>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.</p>	<p>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.</p> <p><b><u>Day time match day:</u></b></p> <p>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.</p> <p><b><u>Night time non match day:</u></b></p> <p>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.</p> <p><b><u>Night time match day:</u></b></p> <p>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.</p>	<p>oblique view across the river, occupying a small proportion of the view available.</p> <p><b><u>Day time match day:</u></b></p> <p><b>Small change</b></p> <p>The change will be long term and temporary seen in the oblique view across the river, occupying a small proportion of the view available.</p> <p><b><u>Night time non match day:</u></b></p> <p><b>Small change</b></p> <p>The change will be long term and permanent seen in the oblique view across the river, occupying a small proportion of the view available.</p> <p><b><u>Night time match day:</u></b></p> <p><b>Small change</b></p> <p>The change will be long term and temporary seen in the oblique view across the river, occupying a small proportion of the view available.</p>
26 Trafalgar Dock – 0.6 km to the south	<p>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.</p>	<p><b><u>Day time non match day:</u></b></p> <p>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</p>	<p><b><u>Construction:</u></b></p> <p><b>Great change</b></p> <p>The short term duration of the construction phase will be seen in the immediate view to the north.</p> <p><b><u>Day time non match day:</u></b></p>

VP ref and distance and approx. direction from site	View during construction	View on completion	Magnitude of change
		<p>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 intervisibility 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.</p> <p><b><u>Day time match day:</u></b></p> <p>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.</p> <p><b><u>Night time non match day:</u></b></p> <p>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.</p>	<p><b>Great change</b></p> <p>The duration of the change will be long term and permanent, seen in the immediate view.</p> <p><b><u>Day time match day:</u></b></p> <p><b>Great change</b></p> <p>The duration of the change will be long term and temporary, seen in the immediate view.</p> <p><b><u>Night time non match day:</u></b></p> <p><b>Great change</b></p> <p>The duration of the change will be long term and permanent, seen in the immediate view.</p> <p><b><u>Night time match day:</u></b></p> <p><b>Great change</b></p> <p>The duration of the change will be long term and temporary, seen in the immediate view.</p>

VP ref and distance and approx. direction from site	View during construction	View on completion	Magnitude of change
		<p><b><u>Night time match day:</u></b></p> <p>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.</p>	
27 South-Western edge of Trafalgar Dock – 1 km to the south	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.	<p><b><u>Day time non match day:</u></b></p> <p>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 intervisibility 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.</p> <p><b><u>Day time match day:</u></b></p> <p>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.</p>	<p><b><u>Construction:</u></b></p> <p><b>Great change</b></p> <p>The short term duration of the construction phase will be seen in the near view to the north.</p> <p><b><u>Day time non match day:</u></b></p> <p><b>Great change</b></p> <p>The duration of the change will be long term and permanent, seen in the near view.</p> <p><b><u>Day time match day:</u></b></p> <p><b>Great change</b></p> <p>The duration of the change will be long term and temporary, seen in the near view.</p> <p><b><u>Night time non match day:</u></b></p> <p><b>Great change</b></p> <p>The duration of the change will be long term and permanent, seen in the near view.</p> <p><b><u>Night time match day:</u></b></p> <p><b>Great change</b></p> <p>The duration of the change will be long term and temporary, seen in the near view.</p>

VP ref and distance and approx. direction from site	View during construction	View on completion	Magnitude of change
		<p><b><u>Night time non match day:</u></b></p> <p>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.</p> <p><b><u>Night time match day:</u></b></p> <p>On match days, and during evening events, there is likely to be an increase in the number of light sources 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.</p>	
28 Alexandra Tower – 1.5 km to the south	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).	<p><b><u>Day time non match day:</u></b></p> <p>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.</p> <p><b><u>Day time match day:</u></b></p> <p>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.</p>	<p><b><u>Construction:</u></b></p> <p><b>Small change</b></p> <p>The construction phase will be of short term duration, seen in the backdrop to the view along the waterfront.</p> <p><b><u>Day time non match day:</u></b></p> <p><b>Small change</b></p> <p>The change will be long term and permanent, seen in the backdrop to the view along the waterfront.</p> <p><b><u>Day time match day:</u></b></p> <p><b>Small change</b></p> <p>The change will be long term but temporary, seen in the backdrop to the view along the waterfront.</p>



VP ref and distance and approx. direction from site	View during construction	View on completion	Magnitude of change
		<p><b><u>Night time non match day:</u></b></p> <p>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.</p> <p><b><u>Night time match day:</u></b></p> <p>During the short time periods associated with match days and events, the increase in stadium lighting 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.</p>	<p><b><u>Night time non match day:</u></b></p> <p><b>Small change</b></p> <p>The change will be long term and permanent, seen in the backdrop to the view along the waterfront.</p> <p><b><u>Night time match day:</u></b></p> <p><b>Small change</b></p> <p>The change will be long term but temporary, seen in the backdrop to the view along the waterfront.</p>
29 Bidston Hill – 5.3 km to the south west	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 skyline.	<p><b><u>Day time non match day:</u></b></p> <p>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.</p> <p><b><u>Day time match day:</u></b></p> <p>Views during this scenario will be the same as described for non match days due to distance.</p>	<p><b><u>Construction:</u></b></p> <p><b>Negligible</b> change.</p> <p>The construction phase will be of short term duration, occupying a small part of the view.</p> <p><b><u>Day time non match day:</u></b></p> <p><b>Negligible</b> change.</p> <p>The duration of the change will be long term and permanent, occupying a small part of the view.</p> <p><b><u>Day time match day:</u></b></p> <p><b>Negligible</b> change.</p> <p>The change will be long term but temporary, occupying a</p>



VP ref and distance and approx. direction from site	View during construction	View on completion	Magnitude of change
		<p><b><u>Night time non match day:</u></b></p> <p>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.</p> <p><b><u>Night time match day:</u></b></p> <p>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.</p>	<p>small part of the view.</p> <p><b><u>Night time non match day:</u></b></p> <p><b>Negligible change</b></p> <p>The duration of the change will be long term and permanent, and will occupy a small part of the view.</p> <p><b><u>Night time match day:</u></b></p> <p><b>Negligible change.</b></p> <p>The change will be long term but temporary, occupying a small part of the view.</p>
30 Anglican Cathedral – 3.4 km to the south east	No view available	The proposed development will be completely screened from view by the presence of existing built form. No view available for all scenarios.	No change for all scenarios
31 Metropolitan Cathedral of Christ the King – 3 km to the south east	No view available	The proposed development will be completely screened from view by the presence of existing built form. No view available for all scenarios.	No change for all scenarios
32 Holt Hill – 4.6 km to the south west	The short term construction phase will be seen at distance from the viewpoint and as such will form a very minor element within 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.	<p><b><u>Day time non match day:</u></b></p> <p>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</p>	<p><b><u>Construction:</u></b></p> <p><b>Negligible change</b></p> <p>The construction phase will occur over a short term duration and will be seen at distance, occupying a small proportion of the view.</p>



VP ref and distance and approx. direction from site	View during construction	View on completion	Magnitude of change
		<p>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.</p> <p><b><u>Day time match day:</u></b> Views during this scenario will be the same as described for non match days due to distance.</p> <p><b><u>Night time non match day:</u></b> 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.</p> <p><b><u>Night time match day:</u></b> 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.</p>	<p><b><u>Day time non match day:</u></b> <b>Negligible change</b> The duration of the negligible change will be long term and permanent.</p> <p><b><u>Day time match day:</u></b> <b>Negligible change</b> The duration of the negligible change will be long term and temporary.</p> <p><b><u>Night time non match day:</u></b> <b>Negligible change</b> The duration of the negligible change will be long term and permanent.</p> <p><b><u>Night time match day:</u></b> <b>Negligible change</b> The duration of the change will be long term and temporary, seen within a very small part of the view.</p>

### Assessment

- 5.9.4 The visual effects assessment has been informed by the ZTV study shown on **Figure LA7-1 and LA7-2**. It identified a number of locations from which the proposed development might be theoretically visible. A selection of representative views to illustrate the views available at a range of distances and for different receptors are identified and described in **Table 5.6** and the sensitivity of the viewers (visual receptors) represented defined in Section 5.7 above.
- 5.9.5 The following table sets out the assessment of effects on the visual amenity of the identified viewers likely to be affected by the proposals:

Table 5.8 Assessment of visual effects

Reference Viewpoint	Viewers/ Visual Receptors & Sensitivity	Magnitude of change: during construction	Magnitude of change: during operation	Degree & nature of effects & significance: during construction	Degree & nature of effects & significance: during operation
01 Melrose Road	Residential /Pedestrians /Cyclists – <b>Moderate</b>  Vehicular road users – <b>Lesser</b>	<b>Small change</b>	<u>Day time non match day:</u> <b>Small change</b> <u>Day time match day:</u> <b>Small change</b> <u>Night time non match day:</u> <b>Small change</b> <u>Night time match day:</u> <b>Medium change</b>	Residential /Pedestrians /Cyclists – <b>Minor adverse: Not significant</b> Vehicular road users – <b>Negligible: Not significant</b>	<u>Day time non match day:</u> Residential /Pedestrians /Cyclists – <b>Minor beneficial: Not significant</b> Vehicular road users – <b>Negligible: Not significant</b> <u>Day time match day:</u> Residential /Pedestrians /Cyclists – <b>Minor adverse: Not significant</b> Vehicular road users – <b>Negligible: Not significant</b> <u>Night time non match day:</u> Residential /Pedestrians /Cyclists – <b>Minor adverse: Not significant</b> Vehicular road users – <b>Negligible: Not significant</b> <u>Night time match day:</u> Residential /Pedestrians /Cyclists – <b>Moderate adverse: Not significant</b> Vehicular road users – <b>Minor adverse: Not significant</b>
02 Commercial Road	Public Park Leisure Users – <b>Moderate</b>	<b>Small change</b>	<u>Day time non match day:</u> <b>Small change</b> <u>Day time match day:</u> <b>Medium change</b> <u>Night time non match day:</u> <b>Small change</b> <u>Night time match day:</u> <b>Medium change</b>	Public Open Space Users /Pedestrians /Cyclists – <b>Minor adverse: Not significant</b>	<u>Day time non match day:</u> Public Open Space Users /Pedestrians /Cyclists – <b>Minor beneficial: Not significant</b> <u>Day time match day:</u> Public Open Space Users /Pedestrians /Cyclists – <b>Moderate adverse: Not significant</b> <u>Night time non match day:</u> Public Open Space Users /Pedestrians /Cyclists – <b>Minor adverse: Not significant</b> <u>Night time match day:</u> Public Open Space Users /Pedestrians /Cyclists – <b>Moderate adverse: Not significant</b>
03 Regent Road	Pedestrians /Cyclists/Leisure Users – <b>Moderate</b>  Vehicular road users /People at place of work	<b>Medium change</b>	<u>Day time non match day:</u> <b>Medium change</b> <u>Day time match day:</u> <b>Great change</b> <u>Night time non match day:</u> <b>Medium change</b>	Pedestrians /Cyclists – <b>Moderate adverse: Significant</b>  Vehicular road users / People at place of work – <b>Moderate adverse: Not Significant</b>	<u>Day time non match day:</u> Pedestrians /Cyclists – <b>Moderate beneficial: Significant</b> Vehicular road users /People at place of work – <b>Moderate beneficial: Not Significant</b> <u>Day time match day:</u> Pedestrians /Cyclists – <b>Moderate adverse: Significant</b>

Reference Viewpoint	Viewers/ Visual Receptors & Sensitivity	Magnitude of change: during construction	Magnitude of change: during operation	Degree & nature of effects & significance: during construction	Degree & nature of effects & significance: during operation
	– <b>Lesser</b>		<u>Night time match day:</u> <b>Great change</b>		Vehicular road users /People at place of work – <b>Moderate adverse: Significant</b> <u>Night time non match day:</u> Pedestrians /Cyclists – <b>Moderate adverse: Not Significant</b> Vehicular road users /People at place of work – <b>Moderate adverse: Not Significant</b> <u>Night time match day:</u> Pedestrians /Cyclists – <b>Moderate adverse: Significant</b> Vehicular road users /People at place of work – <b>Moderate adverse: Significant</b>
04 Everton Valley/ St Domingo Road junction	Pedestrians /Cyclists – <b>Moderate</b>  Vehicular road users – <b>Lesser</b>	<b>Negligible change</b>	<u>Day time non match day:</u> <b>Negligible change</b> <u>Day time match day:</u> <b>Small change</b> <u>Night time non match day:</u> <b>Negligible change</b> <u>Night time match day:</u> <b>Small change</b>	Pedestrians /Cyclists – <b>Minor adverse: Not significant</b>  Vehicular road users – <b>Negligible: Not significant</b>	<u>Day time non match day:</u> Pedestrians /Cyclists – <b>Minor adverse: Not significant</b> Vehicular road users – <b>Negligible: Not significant</b> <u>Day time match day:</u> Pedestrians /Cyclists – <b>Minor adverse: Not significant</b> Vehicular road users – <b>Minor adverse: Not significant</b> <u>Night time non match day:</u> Pedestrians /Cyclists – <b>Minor adverse: Not significant</b> Vehicular road users – <b>Negligible: Not significant</b> <u>Night time match day:</u> Pedestrians /Cyclists – <b>Minor adverse: Not significant</b> Vehicular road users – <b>Minor adverse: Not significant</b>
05 Blackstone Street	Pedestrians /Cyclists/ Vehicular road users – <b>Lesser</b>	<b>Great change</b>	<u>Day time non match day:</u> <b>Great change</b> <u>Day time match day:</u> <b>Great change</b> <u>Night time non match day:</u> <b>Medium change</b> <u>Night time match day:</u> <b>Great change</b>	Pedestrians /Cyclists/ Vehicular road users – <b>Moderate adverse: Not Significant</b>	<u>Day time non match day:</u> Pedestrians /Cyclists/ Vehicular road users – <b>Moderate adverse: Not Significant</b> <u>Day time match day:</u> Pedestrians /Cyclists/ Vehicular road users – <b>Moderate adverse: Not Significant</b> <u>Night time non match day:</u> Pedestrians /Cyclists/ Vehicular road users – <b>Minor adverse: Not Significant</b>

Reference Viewpoint	Viewers/ Visual Receptors & Sensitivity	Magnitude of change: during construction	Magnitude of change: during operation	Degree & nature of effects & significance: during construction	Degree & nature of effects & significance: during operation
					<u>Night time match day:</u> Pedestrians /Cyclists /Vehicular road users – <b>Moderate adverse: Not Significant</b>
06 Boundary Street	Pedestrians /Cyclists/ Vehicular road users – <b>Lesser</b>	<b>Medium change</b>	<u>Day time non match day:</u> <b>Medium change</b> <u>Day time match day:</u> <b>Great change</b> <u>Night time non match day:</u> <b>Small change</b> <u>Night time match day:</u> <b>Great change</b>	Pedestrians /Cyclists/ Vehicular road users – <b>Minor adverse: Not significant</b>	<u>Day time non match day:</u> Pedestrians /Cyclists /Vehicular road users – <b>Minor beneficial: Not significant</b> <u>Day time match day:</u> Pedestrians /Cyclists/ Vehicular road users – <b>Minor beneficial: Not significant</b> <u>Night time non match day:</u> Pedestrians /Cyclists/ Vehicular road users – <b>Minor beneficial: Not significant</b> <u>Night time match day:</u> Pedestrians /Cyclists/ Vehicular road users – <b>Minor adverse: Not significant</b>
07 Everton Park	Public Park Leisure Users – <b>High</b>	<b>Small change</b>	<u>Day time non match day:</u> <b>Small change</b> <u>Day time match day:</u> <b>Small change</b> <u>Night time non match day:</u> <b>Small change</b> <u>Night time match day:</u> <b>Small change</b>	<b>Minor adverse: Not significant</b>	<u>Day time non match day:</u> <b>Minor beneficial: Not significant</b> <u>Day time match day:</u> <b>Minor beneficial: Not significant</b> <u>Night time non match day:</u> <b>Minor beneficial: Not significant</b> <u>Night time match day:</u> <b>Minor beneficial: Not significant</b>
08 Bascule Bridge	Pedestrians /Cyclists/Leisure Users – <b>Moderate</b>  Vehicular road users – <b>Lesser</b>	<b>Great change</b>	<u>Day time non match day:</u> <b>Great change</b> <u>Day time match day:</u> <b>Great change</b> <u>Night time non match day:</u> <b>Medium change</b> <u>Night time match day:</u>	Pedestrians /Cyclists – <b>Moderate adverse: Significant</b>  Vehicular road users – <b>Moderate adverse: Not Significant</b>	<u>Day time non match day:</u> Pedestrians /Cyclists – <b>Moderate beneficial: Significant</b> Vehicular road users – <b>Moderate beneficial: Not Significant</b> <u>Day time match day:</u> Pedestrians /Cyclists – <b>Moderate adverse: Significant</b> Vehicular road users – <b>Moderate adverse: Not Significant</b> <u>Night time non match day:</u>

Reference Viewpoint	Viewers/ Visual Receptors & Sensitivity	Magnitude of change: during construction	Magnitude of change: during operation	Degree & nature of effects & significance: during construction	Degree & nature of effects & significance: during operation
			<b>Great change</b>		Pedestrians /Cyclists – <b>Moderate adverse: Significant</b> Vehicular road users – <b>Moderate adverse: Not significant</b> <u>Night time match day:</u> Pedestrians /Cyclists – <b>Moderate adverse: Significant</b> Vehicular road users – <b>Moderate adverse: Not significant</b>
09 Waterloo Road	Pedestrians /Cyclists/Leisure Users – <b>Moderate</b>  Vehicular road users – <b>Lesser</b>	<b>Small change</b>	<u>Day time non match day:</u> <b>Small change</b> <u>Day time match day:</u> <b>Medium change</b> <u>Night time non match day:</u> <b>Medium change</b> <u>Night time match day:</u> <b>Medium change</b>	Pedestrians /Cyclists – <b>Minor adverse: Not significant</b>  Vehicular road users – <b>Minor adverse: Not significant</b>	<u>Day time non match day:</u> Pedestrians /Cyclists – <b>Minor beneficial: Not significant</b> Vehicular road users – <b>Minor beneficial: Not significant</b> <u>Day time match day:</u> Pedestrians /Cyclists – <b>Moderate adverse: Not significant</b> Vehicular road users – <b>Minor adverse: Not significant</b> <u>Night time non match day:</u> Pedestrians /Cyclists – <b>Moderate beneficial: Not significant</b> Vehicular road users – <b>Minor beneficial: Not significant</b> <u>Night time match day:</u> Pedestrians /Cyclists – <b>Moderate beneficial: Not significant</b> Vehicular road users – <b>Minor beneficial: Not significant</b>
10 Tunnel vent on Waterloo Road	Pedestrians /Cyclists/Leisure Users – <b>Moderate</b>  Vehicular road users – <b>Lesser</b>	<b>Small change</b>	<u>Day time non match day:</u> <b>Medium change</b> <u>Day time match day:</u> <b>Medium change</b> <u>Night time non match day:</u> <b>Small change</b> <u>Night time match day:</u> <b>Medium change</b>	Pedestrians /Cyclists – <b>Minor adverse: Not significant</b>  Vehicular road users – <b>Minor adverse: Not significant</b>	<u>Day time non match day:</u> Pedestrians /Cyclists – <b>Minor beneficial: Not significant</b> Vehicular road users – <b>Minor beneficial: Not significant</b> <u>Day time match day:</u> Pedestrians /Cyclists – <b>Moderate adverse: Not significant</b> Vehicular road users – <b>Minor adverse: Not significant</b> <u>Night time non match day:</u> Pedestrians /Cyclists – <b>Minor beneficial: Not significant</b> Vehicular road users – <b>Minor beneficial: Not significant</b> <u>Night time match day:</u> Pedestrians /Cyclists – <b>Moderate beneficial: Not significant</b> Vehicular road users – <b>Minor beneficial: Not significant</b>

Reference Viewpoint	Viewers/ Visual Receptors & Sensitivity	Magnitude of change: during construction	Magnitude of change: during operation	Degree & nature of effects & significance: during construction	Degree & nature of effects & significance: during operation
11 Waterloo Warehouse/ Waterloo Road	Residential /Pedestrians /Cyclists/Leisure Users – <b>Moderate</b>  Vehicular road users – <b>Lesser</b>	<b>Small change</b>	<u>Day time non match day:</u> <b>Medium change</b> <u>Day time match day:</u> <b>Medium change</b> <u>Night time non match day:</u> <b>Small change</b> <u>Night time match day:</u> <b>Medium change</b>	Residential /Pedestrians /Cyclists – <b>Minor adverse: Not significant</b>  Vehicular road users – <b>Minor adverse: Not significant</b>	<u>Day time non match day:</u> Residential /Pedestrians /Cyclists – <b>Moderate beneficial: Not significant</b>  Vehicular road users – <b>Minor beneficial: Not significant</b> <u>Day time match day:</u> Residential /Pedestrians /Cyclists – <b>Moderate adverse: Not significant</b> Vehicular road users – <b>Minor adverse: Not significant</b> <u>Night time non match day:</u> Residential /Pedestrians /Cyclists – <b>Minor beneficial: Not significant</b> Vehicular road users – <b>Minor beneficial: Not significant</b> <u>Night time match day:</u> Residential /Pedestrians /Cyclists – <b>Moderate beneficial: Not significant</b> Vehicular road users – <b>Minor adverse: Not significant</b>
12 Great Howard Street/ Old Hall Street junction	Pedestrians /Cyclists – <b>Moderate</b>  Vehicular road users – <b>Lesser</b>	<b>Negligible change</b>	<u>Day time non match day:</u> <b>Negligible change</b> <u>Day time match day:</u> <b>Negligible change</b> <u>Night time non match day:</u> <b>Negligible change</b> <u>Night time match day:</u> <b>Negligible change</b>	<b>Negligible: Not significant</b>	<b>Negligible: Not significant</b> for all scenarios
13 Princes Parade	Pedestrians /Cyclists/Leisure Users – <b>High</b>  Vehicular road users – <b>Lesser</b>	<b>Negligible change</b>	<b>Negligible change</b> for all scenarios	<b>Negligible</b>	<b>Negligible</b> for all scenarios
14 Princes Dock footbridge	Pedestrians/Leisure Users – <b>High</b>  People at place of work	<b>No change</b>	<b>No change</b> for all scenarios	<b>None</b>	<b>No effect</b> for all scenarios



Reference Viewpoint	Viewers/ Visual Receptors & Sensitivity	Magnitude of change: during construction	Magnitude of change: during operation	Degree & nature of effects & significance: during construction	Degree & nature of effects & significance: during operation
	– <b>Moderate</b>				
15 New Quay	Pedestrians /Cyclists – <b>Moderate</b> Vehicular road users – <b>Lesser</b>	<b>Negligible change</b>	<b>Negligible</b>	<b>Negligible: Not significant</b>	<b>Negligible: Not significant</b> for all scenarios
16 Pier Head Ferry Terminal	Pedestrians /Cyclists/Leisure Users – <b>High</b>	<b>No change</b>	<b>No change</b> for all scenarios	<b>None</b>	<b>None</b> for all scenarios
17 Georges Pier Head	Pedestrians /Cyclists/Leisure Users – <b>High</b>  Vehicular road users – <b>Lesser</b>	<b>No change</b>	<b>No change</b> for all scenarios	<b>None</b>	<b>None</b> for all scenarios
18 Pier Head Plaza	Pedestrians /Cyclists/Leisure Users – <b>High</b>	<b>No change</b>	<b>No change</b> for all scenarios	<b>None</b>	<b>None</b> for all scenarios
19 Salthouse Quay	Pedestrians /Cyclists/Leisure Users – <b>High</b>	<b>No change</b>	<b>No change</b> for all scenarios	<b>None</b>	<b>None</b> for all scenarios
20 Albert Dock	Pedestrians /Cyclists/Leisure Users – <b>High</b>	<b>No change</b>	<b>No change</b> for all scenarios	<b>None</b>	<b>None</b> for all scenarios
21 Woodside Ferry Terminal	Pedestrians /Cyclists/Leisure Users – <b>High</b>	<b>Small change</b>	<u>Day time non match day:</u> <b>Small change</b> <u>Day time match day:</u> <b>Small change</b> <u>Night time non match day:</u> <b>Small change</b> <u>Night time match day:</u> <b>Small change</b>	<b>Minor adverse: Not significant</b>	<u>Day time non match day:</u> <b>Minor beneficial: Not significant</b> <u>Day time match day:</u> <b>Minor beneficial: Not significant</b> <u>Night time non match day:</u> <b>Minor beneficial: Not significant</b> <u>Night time match day:</u> <b>Minor beneficial: Not significant</b>

Reference Viewpoint	Viewers/ Visual Receptors & Sensitivity	Magnitude of change: during construction	Magnitude of change: during operation	Degree & nature of effects & significance: during construction	Degree & nature of effects & significance: during operation
22 Seacombe Ferry Terminal	Residential//Leisure Users/Pedestrians /Cyclists – <b>High</b>	<b>Small change</b>	<u>Day time non match day:</u> <b>Small change</b> <u>Day time match day:</u> <b>Small change</b> <u>Night time non match day:</u> <b>Small change</b> <u>Night time match day:</u> <b>Small change</b>	<b>Minor adverse: Not significant</b>	<u>Day time non match day:</u> <b>Minor beneficial: Not significant</b> <u>Day time match day:</u> <b>Minor beneficial: Not significant</b> <u>Night time non match day:</u> <b>Minor beneficial: Not significant</b> <u>Night time match day:</u> <b>Minor beneficial: Not significant</b>
23 Wallasey Town Hall	Residential//Leisure Users/Pedestrians /Cyclists – <b>High</b>	<b>Medium change</b>	<u>Day time non match day:</u> <b>Medium change</b> <u>Day time match day:</u> <b>Medium change</b> <u>Night time non match day:</u> <b>Medium change</b> <u>Night time match day:</u> <b>Medium change</b>	<b>Moderate adverse: Not significant</b>	<u>Day time non match day:</u> <b>Moderate beneficial: Not significant</b> <u>Day time match day:</u> <b>Moderate beneficial: Not significant</b> <u>Night time non match day:</u> <b>Moderate beneficial: Not significant</b> <u>Night time match day:</u> <b>Moderate beneficial: Not significant</b>
24 Magazine Promenade	Residential/Pedestrians /Cyclists – <b>High</b>	<b>Small change</b>	<u>Day time non match day:</u> <b>Small change</b> <u>Day time match day:</u> <b>Small change</b> <u>Night time non match day:</u> <b>Small change</b> <u>Night time match day:</u> <b>Small change</b>	<b>Minor adverse: Not Significant</b>	<u>Day time non match day:</u> <b>Minor beneficial: Not significant</b> <u>Day time match day:</u> <b>Minor beneficial: Not significant</b> <u>Night time non match day:</u> <b>Minor beneficial: Not significant</b> <u>Night time match day:</u> <b>Minor beneficial: Not significant</b>
25 Fort Perch Rock	Pedestrians/Cyclists /Public Beach Users/ Leisure users – <b>High</b>	<b>Small change</b>	<u>Day time non match day:</u> <b>Small change</b> <u>Day time match day:</u> <b>Small change</b>	<b>Minor adverse: Not significant</b>	<u>Day time non match day:</u> <b>Minor beneficial: Not significant</b> <u>Day time match day:</u> <b>Minor beneficial: Not significant</b>

Reference Viewpoint	Viewers/ Visual Receptors & Sensitivity	Magnitude of change: during construction	Magnitude of change: during operation	Degree & nature of effects & significance: during construction	Degree & nature of effects & significance: during operation
			<u>Night time non match day:</u> <b>Small change</b> <u>Night time match day:</u> <b>Small change</b>		<u>Night time non match day:</u> <b>Minor: Not significant</b> <u>Night time match day:</u> <b>Minor beneficial: Not significant</b>
26 Trafalgar Dock	Visitors to the dock <b>Moderate</b>	<b>Great change</b>	<u>Day time non match day:</u> <b>Great change</b> <u>Day time match day:</u> <b>Great change</b> <u>Night time non match day:</u> <b>Great change</b> <u>Night time match day:</u> <b>Great change</b>	<b>Moderate adverse: Significant</b>	<u>Day time non match day:</u> <b>Moderate beneficial: Significant</b> <u>Day time match day:</u> <b>Moderate beneficial: Significant</b> <u>Night time non match day:</u> <b>Moderate beneficial: Significant</b> <u>Night time match day:</u> <b>Moderate beneficial: Significant</b>
27 South-Western edge of Trafalgar Dock	Visitors to the dock <b>Moderate</b>	<b>Great change</b>	<u>Day time non match day:</u> <b>Great change</b> <u>Day time match day:</u> <b>Great change</b> <u>Night time non match day:</u> <b>Great change</b> <u>Night time match day:</u> <b>Great change</b>	<b>Moderate adverse: Significant</b>	<u>Day time non match day:</u> <b>Moderate beneficial: Significant</b> <u>Day time match day:</u> <b>Moderate beneficial: Significant</b> <u>Night time non match day:</u> <b>Moderate beneficial: Significant</b> <u>Night time match day:</u> <b>Moderate beneficial: Significant</b>
28 Alexandra Tower	Leisure Users /Pedestrians – <b>High</b>	<b>Small change</b>	<u>Day time non match day:</u> <b>Small change</b> <u>Day time match day:</u> <b>Small change</b> <u>Night time non match day:</u> <b>Small change</b> <u>Night time match day:</u> <b>Small change</b>	<b>Minor adverse: Not significant</b>	<u>Day time non match day:</u> <b>Minor beneficial: Not significant</b> <u>Day time match day:</u> <b>Minor beneficial: Not significant</b> <u>Night time non match day:</u> <b>Minor beneficial: Not significant</b> <u>Night time match day:</u> <b>Minor beneficial: Not significant</b>

Reference Viewpoint	Viewers/ Visual Receptors & Sensitivity	Magnitude of change: during construction	Magnitude of change: during operation	Degree & nature of effects & significance: during construction	Degree & nature of effects & significance: during operation
29 Bidston Hill	Public Country Park Leisure users – <b>High</b>	<b>Negligible change</b>	<u>Day time non match day:</u> <b>Negligible change</b> <u>Day time match day:</u> <b>Negligible change</b> <u>Night time non match day:</u> <b>Negligible change</b> <u>Night time match day:</u> <b>Negligible change</b>	<b>Minor adverse: Not Significant</b>	<u>Day time non match day:</u> <b>Minor beneficial: Not significant</b> <u>Day time match day:</u> <b>Minor beneficial: Not significant</b> <u>Night time non match day:</u> <b>Minor beneficial: Not significant</b> <u>Night time match day:</u> <b>Minor beneficial: Not significant</b>
30 Anglican Cathedral	Leisure users – <b>High</b>	<b>No change</b>	<b>No change</b> for all scenarios	<b>None</b>	<b>None</b> for all scenarios
31 Metropolitan Cathedral of Christ the King	Leisure users – <b>High</b>	<b>No change</b>	<b>No change</b> for all scenarios	<b>None</b>	<b>None</b> for all scenarios
32 Holt Hill	Residential /Pedestrians /Cyclists – <b>Moderate</b> Vehicular road users - <b>Lesser</b>	<b>Negligible change</b>	<u>Day time non match day:</u> <b>Negligible change</b> <u>Day time match day:</u> <b>Negligible change</b> <u>Night time non match day:</u> <b>Negligible change</b> <u>Night time match day:</u> <b>Small change</b>	Residential /Pedestrians /Cyclists – <b>Negligible: Not significant</b>  Vehicular road users – <b>Negligible: Not significant</b>	<u>Day time non match day:</u> Residential /Pedestrians /Cyclists – <b>Negligible: Not significant</b> Vehicular road users - <b>Negligible: Not significant</b> <u>Day time match day:</u> Residential /Pedestrians /Cyclists – <b>Negligible: Not significant</b> Vehicular road users - <b>Negligible: Not significant</b> <u>Night time non match day:</u> Residential /Pedestrians /Cyclists – <b>Negligible: Not significant</b> Vehicular road users - <b>Negligible: Not significant</b> <u>Night time match day:</u> Residential /Pedestrians /Cyclists – <b>Negligible: Not significant</b> Vehicular road users – <b>Negligible: Not significant</b>



## Conclusions

- 5.9.6 Moderate adverse and significant visual effects have been identified in relation to pedestrians and cyclists using Regent Road (viewpoint 3) and Bascule Bridge (viewpoint 8) during the construction phase due their close proximity and ability to afford direct views towards the site. Once the development has been completed, the stadium will be a prominent, contemporary, positive new element in the existing industrial view and despite changes to other historical industrial features within the site (Dock Wall and Hydraulic Engine House), the brick and steel design of the stadium is considered to be in keeping with the local vernacular and as such it will bring about a moderate beneficial visual effect on completion. The open space surrounding the site will also appear an attractive element in the view, particularly with the introduction of tree planting into the otherwise urban townscape. On day time and night match days, the introduction of additional people and vehicles, and higher lighting levels (primarily the two glazed windows on the north and south stands which are to be illuminated) is considered to have a moderate adverse visual effect at the two aforementioned viewpoint locations, but such effects will be temporary during each occasion.
- 5.9.7 Moderate adverse and significant effects have been identified during the construction phase upon potential receptors located within the local industrial/dockland area (Viewpoints 26 and 27). It should be noted that these viewpoint locations are not currently publicly accessible as it is private land (Peel Land & Property). Such adverse effects will reduce to moderate beneficial and significant effects on completion of the development. The proposed stadium will form a landmark feature in the near view. At night, the lighting associated with the development is also considered to be beneficial. The stadium in particular will form a new landmark feature in near view.
- 5.9.8 From all other viewpoint locations, it is assessed that there will be no significant visual effects. A number of negligible effects have been identified, primarily from densely built urban locations. Although the development is likely to be visible from these locations, it will be seen in such a small part of an existing urban view that the perceived change in the overall view will be limited.



- 5.9.9 The revision to the proposed stadium design includes the reduction in height to below the 45m threshold for mid rise developments as defined with the WHS SPD. The TVIA finds that there are no significant effects upon views towards the WHS. No visual effects have also been identified from several key locations within the WHS and from both of Liverpool's Cathedrals. The urban context of the existing view available from such locations prevents views towards the proposed development.
- 5.9.10 Overall, significant visual effects will be limited to the immediate environs of the site experienced at Viewpoint 3 (Regent Road), Viewpoint 8 (Bascule Bridge), and Viewpoints 26 and 27 within Trafalgar Dock. Such effects will be adverse during construction and on match days as seen from Viewpoints 3 and 8. For all other scenarios and locations, the long term effects are considered beneficial.

## 6.0 Assessment of Cumulative Townscape and Visual Effects

### 6.1 Cumulative Assessment

- 6.1.1 The cumulative townscape and visual assessment considers the proposed development with up to 45 other agreed developments within Liverpool and the Wirral peninsula, which are all proposals for buildings (over 3 storeys in height), as these have the greatest potential for interaction with the proposed development within the urban environment, potentially giving rise to cumulative landscape or visual effects. The extent of the cumulative study used in this assessment, which equates to approximately 2 km from the site boundary, was agreed with the local authority (LCC) alongside the location of cumulative visualisations.
- 6.1.2 The other projects identified as having the potential to result in cumulative effects with the proposed stadium development, as shown in **Appendix 3** are listed in Table 6.1. The cumulative visual representations set out in **Appendix 7** show the wireframes of these relevant cumulative schemes alongside the proposed development. The agreed viewpoint locations represented are as follows:
- Viewpoint 3 Regent Road;
  - Viewpoint 5 Blackstone Street;
  - Viewpoint 6 Boundary Street;
  - Viewpoint 7 Everton Park;
  - Viewpoint 8 Bascule Bridge;
  - Viewpoint 9 Waterloo Road;
  - Viewpoint 23 Wallasey Town Hall; and
  - Viewpoint 27 South-Western edge of Trafalgar Dock.
- 6.1.3 On receipt of the list of cumulative developments to consider within the assessment, the status of each development was verified. It was determined that a small number of the developments had been completed and thus essentially form the baseline environment. These developments are listed within Table 6.1 as completed developments for reference and have not been taken into account within the CTVIA.



6.1.4 The CTVIA considers two different scenarios in light of the relatively high numbers of consented and proposed development within, and immediately surrounding Liverpool city centre. The scenarios are as follows:

- The proposed development + Liverpool Waters scenario (as progressed August 2020); and
- The proposed development + Liverpool Waters + other cumulative schemes scenario.



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Table 6.1 Projects with potential for cumulative effects

Ref	Project	Approximate distance from site (km)	Description	Status
<b>Completed development (reference only – forms baseline environment)</b>				
14F/08 74	1-10 Devon Street. 'One Islington Plaza'	2.6km	To erect 8/10 storey block containing 317 student units with ground floor commercial floorspace.	Complete summer 2019
13F/29 47	"The Paramount", Pudsey Street/28 London Road	2.3km	488-bedroom student accommodation in 7 to 11 storey building and retail unit	Complete summer 2019
16F/15 39	"Horizon Heights" Skelthorpe Street, Bolton Street, Hilbre Street	2.5km	Mixed use development comprising 2 blocks for ground floor commercial uses with 1,085 student bedrooms on upper floors.	Complete summer 2019
17F/19 82	"One Wolstenholme Square", 5 Parr Street & Wolstenholme Square	2.75km	Four blocks between 7 and 10 storeys to contain ground floor commercial units and 448 residential apartments on upper floors	Complete summer 2019

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Ref	Project	Approximate distance from site (km)	Description	Status
16PO/0741	Silkhouse Court, Tithebarn Street	1.9km	Conversion from office tower to create 193 self-contained flats	Noted the conversion is ongoing, but for the purposes of the assessment the physical building forms the baseline.
17F/0913	Plaza 1821, William Jessop Way	1.5km	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.	Completed June 2020
16F/3078	"The Tannery", Bevington Bush/Gardners Row/Edgar Street	1.5km	To erect three blocks containing 381 residential units and ground floor commercial unit.	Completed Q2 2020
<b>Schemes under construction</b>				
16F/1370 & 17F/2056	Princes Reach, Princes Dock (The Lexington)	1.6km	35 storey residential block with 325 private rented sector apartments.	On site for completion September 2020

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Ref	Project	Approximate distance from site (km)	Description	Status
17F/1628	Quay Central Plot CO4 and Park Central Plot CO6 (Liverpool Waters)	1km	2 residential blocks of 237 PRS apartments with gym, parking and cycle spaces.	On site for completion March 2020. Note Quay Central is largely complete.
15L/2749	Southern Warehouse, Stanley Dock, Regent Road	0.45km	Conversion of warehouse to 256 bedroom hotel/apart hotel, restaurants, assembly/leisure plus car parking.	On site for completion Summer 2020 (existing building being converted so theoretically in baseline)
15F/2438	Tobacco Warehouse, Regent Road	0.4km	Conversion to create 538 apartments; new 13 13th floor level of single storey penthouse apartments, public exhibition space, offices & basement car parking.	On site for completion Autumn 2021 (existing building being converted so theoretically in baseline)
16F/2252	Fox Street Student Village	1.8km	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	Partly completed. Stalled (developer collapsed). Completion date unknown.
17F/35	Merseyside Police Force	1.6km	New 4 storey Police Headquarters	On site for

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Ref	Project	Approximate distance from site (km)	Description	Status
25	Headquarters, St Anne Street		and office development with associated 2 storey Annex building,	completion Autumn 2021
16F/27 55	'Aura'. Manfred Street/Erskine Street and corner of Prescott Street and Low Hill.	2.8km	One building up to 14 storeys with 1,007 student bedrooms, and an 11 storey residential development comprising 142 apartments for key workers.	On site for completion Winter 2020
13F/15 99	Royal Liverpool University Hospital, Prescott Street	2.75km	Redevelopment to provide a hospital and related healthcare facilities comprising core hospital buildings, energy centre, future healthcare buildings.	On site for completion February 2021
17F/10 37	Devon House, 33 Devon Street	2.5km	New part eight, part ten storey building with ground floor retail/commercial use and 208 studio apartments	On site for completion September 2020
18F/03 47	"Fabric Village", Gildart Street/ Devon Street	2.4km	Three residential blocks between 7 and 10 storeys high comprising 419 residential apartments with ground floor retail.	On site for completion Summer 2021

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Ref	Project	Approximate distance from site (km)	Description	Status
19F/02 94	Natex, Norton Street/ Islington Street (former National Coach Station)	2.2km	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.	On site work begun. Variation of condition yet to be determined
18F/14 10	LJMU Campus, Copperas Hill	2.6km	To erect 5 storey Student Life building and 2 storey sports building with retail and café.	On site for completion September 2020
18F/27 51	Renshaw Hall, Benson Street	2.8km	12 storey hotel and 11 storey student accommodation with 404 bedrooms	On site for completion December 2020
18F/03 01	The Address at One Wolstenholme Square. 18-24 Seel Street	2.7km	11 storey block with 200 luxury apartments, spa, pool, and ground floor commercial space.	On site for completion late 2020
16F/18 26	Strand House, 21 Strand Street	2.4km	New 16 storey mixed use development comprising 383 apartments with residents' gym, cinema, roof terrace, and two ground floor commercial units	On site for completion October 2020

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Ref	Project	Approximate distance from site (km)	Description	Status
17F/03 40 & 19F/16 11	Infinity, Leeds Street	1.3km	Three towers of 39, 33 and 27 floors to include 1,002 apartments with ground floor commercial uses	On site work begun. Variation of condition application pending determination
17O/3 230 and 19RM/ 1037	Liverpool Cruise Liner Terminal, Princes Dock	1.5km	New cruise liner terminal and a vehicular link span bridge and pedestrian bridge/ walkways	Initial construction underway. Completion anticipated April 2021
18F/02 16	The Metalworks, Vauxhall Road	1.4km	Two linked 13/15 storey blocks with 319 apartments, ground floor commercial space, car parking, landscaping and external works	Initial construction had begun but development stalled.
13RM/ 2633	Blackstock Street/Paul Street	1.4km	New building of between five and eight storeys comprising 200 flats, together with associated parking and landscaping	Construction had begun but no progress in 3 years



Ref	Project	Approximate distance from site (km)	Description	Status
<b>Schemes with planning consent</b>				
10O/2 424	Liverpool Waters	Immediately south of the site	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.	Outline permission granted October 2013. Several individual schemes have now commenced and subsequent approved Non-Material Amendments (18NM/2766 & 19NM/1121 plus submitted and yet to be determined 20NM/1801)
18RM/ 15	William Jessop House, Princes Dock	1.7km	To erect 6 storey office building with ground floor commercial retail.	Permission granted August 2019

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Ref	Project	Approximate distance from site (km)	Description	Status
54 and 19RM/1817				
17F/0874	9-27 Freemasons Row	1.5km	11 to 15 storey blocks with 656 PRS apartments above ground floor commercial space.	Permission granted April 2019
17F/1911	Bevington House, Bevington Bush/Scotland Road	1.5km	Three 9-17 storey blocks containing 614 apartments with ground floor communal space, gym, commercial unit	Permission granted October 2017
16F/2797	"Rose Place", Virgil Street/Great Homer Street	1.5km	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.	Permission granted July 2017



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Ref	Project	Approximate distance from site (km)	Description	Status
16F/08 23	Citipads. Fox Street/St Anne Street	1.75km	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).	Permission granted early 2018. Sought to amend previous 2016 permission from 313 flats to 325.
19F/04 54	"Copperas House", Copperas Hill Police Station, Copperas Hill	2.6km	To demolish former police station and erect 8/9 storey block for student accommodation comprising 34 clusters of 280 bedrooms.	Permission granted September 2019
14F/13 13 and 17F/21 35 and 17F/30 94	"Baltic Square", Park Lane, Beckwith Street, Carpenters Row and Cornhill (former Heaps Rice Mill)	2.9km	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.	Permission granted December 2017
14F/13	One Park Lane. Park	2.8km	Two new 10 to 20 storey buildings with 266	Permission regranted January

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Ref	Project	Approximate distance from site (km)	Description	Status
05 and 17F/27 68	Lane, Pownall Street, Liver Street and Beckwith Street		apartments, four commercial units, gymnasium, cafes, basement parking	2018
B103	30-36 Pall Mall	1.6km	Part 10/part 22 storey tower with 336 apartments and ground floor commercial units	Application approved September 2017
19F/17 89  20RM/ 0476	Pall Mall Exchange, Phase 1, Pall Mall/Tithebarn Street/Bixteth Street	1.7km	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.  Reserved Matters application for hotel (284 bedrooms) following outline planning	Application submitted July 2019  Approved May 2020
OUT/0 9/0650	Wirral Waters	2.6km	Demolition of existing buildings and the creation of a new city neighbourhood at East Float, including a	Long term strategic development approved May 2012. Wirral

Ref	Project	Approximate distance from site (km)	Description	Status
9  (Wirral MBC)			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 spaces and associated infrastructure and public realm works 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 for office and research and development	Waters One (residential apartments) approved late 2018. Edgerton Village (amenity and arts hub) approved summer 2019.

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Ref	Project	Approximate distance from site (km)	Description	Status
			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/32 31, 18L/32 32 and 19DIS/ 1988	Isle of Man Ferry Terminal, West Waterloo Dock	1.3km	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.	Permission granted December 2018 and conditions discharged April 2019
19F/10 38	Plot 11, Land Off Princes Road, Princes Dock Liverpool (Cruise	1.5km	To erect 10 storey hotel (C1) including lobby, bar, cafe, restaurant, business suite at ground floor level, plant enclosure at roof level, visitor and	Permission granted November 2019

Ref	Project	Approximate distance from site (km)	Description	Status
	Liner Hotel)		coach parking, taxipick up and drop off point, hard and soft landscaping.	
<b>Schemes in planning</b>				
18F/32 47	Plot CO2, West Waterloo Dock, Liverpool Waters	1km	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. .	Application submitted December 2018
19F/12 90	Waterloo Road/Paisley Street/Greenock Street	1.3km	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/mezz floor commercial unit.	Application submitted May 2019
18F/10 35	Naylor Street, Phase 1 – St Bartholomew Road/Paul Street/Naylor Street	1.4km	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.	Application resubmitted June 2019

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Ref	Project	Approximate distance from site (km)	Description	Status
18F/04 17	Whittle Street/Kirkdale Road	1.5km	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.	Awaiting signing of legal agreement since August 2018
20F/12 03	Vacant Land, Plot A06 William Jessop Way Princes Dock Liverpool L3 1QP (Hive City Docks)	1.5km	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	Application submitted. Pending determination
20F/02 17	'Bramley Hotel' Land bounded by Blackstone Street, Fulton Street and Regent Road Liverpool 5	Directly east of site	Demolition and re development of site to provide 9 storey hotel with 9 storey multi storey car park with associated access and servicing.	Application submitted January 2020. Pending determination
200/0 997	Goodison Park, Goodison Lane	2.6km	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	Application submitted Spring 2020

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Ref	Project	Approximate distance from site (km)	Description	Status
			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)	
20F/19 47	Lightbody Street (Torus Homes)	0.3km	To erect 210 residential units on land at on the junction of Lightbody Street and Great Howard Street (Full application)	Awaiting determination
20NM/ 1801	Liverpool Waters NMA	0.5km	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.	Awaiting determination
<b>Schemes at pre application (reference only – does not form part of the assessment)</b>				
-	"The Northern Quarter", Leeds Street/Vauxhall	1.2km	Redevelopment with 5 blocks from 4 to 12 storeys containing 914 flats with ground floor commercial	Application submitted March 2016 but scheme is understood to be

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Ref	Project	Approximate distance from site (km)	Description	Status
	Road/Pumpfields Road		space.	being redesigned and a new application of similar scale to be submitted in its place
-	"Ten Streets", east of Regent Road	0.1km	Comprehensive redevelopment with mixed uses including digital and creative industries as part of a Cultural Enterprise Hub, residential, hotels and leisure (9.84ha).	Development Framework Document endorsed October 2016. Applications anticipated.
-	Mount Pleasant Car Park, Mount Pleasant/Brownlow Hill/May St	2.7km	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).	Site and £150m+ Opportunity currently being marketed. Planning application awaited.
-	Former ABC Cinema, Lime Street	2.5km	Conversion to 1,500 seat venue and TV studio	Planning application awaited.
-	"Ovatus 2", Leeds Street/Old Hall St	1.5km	New 48 storey residential tower with 530 apartments	Planning application awaited.



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- 6.1.5 The developments set out in Table 6.1 are all developments that include buildings over three storeys in height (other than the Isle of Man Ferry Terminal). Due to the dense urban nature of the city centre townscape local to the site, buildings less than three storeys in height are unlikely to be perceptible within the townscape context.
- 6.1.6 The cumulative assessment considers the potential effects upon local townscape character and potential effects upon visual amenity that may arise as an indirect consequence of the proposed development.
- 6.1.7 The “temporal scope” that informed selection of the other projects was based upon:
- agreed schemes under construction;
  - agreed schemes that are subject to planning consent;
  - agreed schemes that are the subject of a valid planning application; and
  - an agreed scheme that is at the pre-application stage.
- 6.1.8 Schemes at the pre-application stage have not been included within the visualisations due to lack of certainty about their ultimate form and limited publicly available information to inform the assessment.
- 6.1.9 The timescales of the developments considered in relation to that of the proposed development have been estimated from publicly available information, where available, and are outlined in **Table 6.1**.
- 6.1.10 The information about the other projects, and their ZTVs where available, was obtained from their respective planning applications or other documents in the public domain. Where such information was not available, the developments are described from site observation.

### 6.2 Types of cumulative effects

- 6.2.1 Cumulative townscape and visual effects result from additional changes to townscape and visual amenity caused by the proposed development in conjunction or in combination with other proposed tall building development. The types of cumulative effects assessed are:

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- Additive effects: townscape and/or visual effects combined with or in addition to the effects of the other developments;
- Sequential: experience of first one effect, and later another at different places as one moves through the townscape; and
- Temporal: effects accumulating over a period of time on the townscape or visual amenity, from this proposal and the other developments.

6.2.2 Cumulative townscape and visual effects that may introduce new types of change and/or increase or extend effects of the main project are identified and whether the proposed project adds to or combines with the other projects to create a significant cumulative effect.

6.2.3 Major effects are likely to be considered "significant", especially if adverse and long term or not reversible, and Minor or Negligible effects "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 decision making about the proposed development.

6.2.4 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.

### 6.3 Mitigation of cumulative landscape and visual effects

6.3.1 The potential for mitigating cumulative townscape and/ or visual effects has been considered and measures incorporated in the design of this proposed project to address the scale, mass and overall appearance of the proposed development and the effects are assessed with the mitigation measures in place.

### 6.4 Cumulative townscape effects

6.4.1 The assessment considers cumulative effects on the fabric of the townscape and its individual elements or features; on the aesthetic, perceptual or experiential aspects of the townscape, such as scale, sense of enclosure, diversity, pattern, colour, sense of place, and on the overall character of the townscape, especially modification to key characteristics and possible creation of new townscape character.

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6.4.2 Final conclusions about the degree of the cumulative effect on the townscape of this proposed project with the other developments considered are based upon the following considerations:

Table 6.2 Judging the degree of cumulative townscape effects

Degree of effect	Indicative criteria
Major	Large irreversible effects, over an extensive area, on elements and/or aesthetic and perceptual aspects that are key to the character of nationally valued landscapes or townscapes; Cumulatively, the developments are a key characteristic of the townscape, defining a new townscape character type or area.
Moderate	Cumulatively, the developments are becoming a characteristic of the townscape, but not of sufficient dominance to be a defining characteristic of the area.
Minor	Cumulatively, the developments are not an important or key characteristic of the townscape and have little effect on the values and experiences associated with the townscape e.g. wildness, sense of history; Reversible 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 the townscape.
Negligible	The developments have little effect on the townscape character, cumulatively.

### 6.5 Analysis and assessment

#### Construction effects

6.5.1 As the Construction Phase of each identified cumulative development will be temporary and are unlikely to be undertaken all at the same time, this CTVIA does not assess the cumulative townscape effects of the Construction Phase. Instead, this section will consider the effects of all of the cumulative schemes once they have all been built and will include the permanent alteration in their operation phase.

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- 6.5.2 Similarly, the CTVIA does 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 CTVIA is unknown. The final lighting design for each development is also unknown and therefore not assessed. The following assessment therefore relates to non match day operational phase of the proposed development.

### **Operation Effects - The Proposed Development + Liverpool Waters**

#### **Additive effects**

- 6.5.3 The following assessment considers cumulative effects on the townscape and its individual elements or features, including aspects such as scale, sense of enclosure, pattern of development, sense of place and on the overall character of the townscape.
- 6.5.4 In considering the proposed development in addition to Liverpool Waters as progressed September 2019, the potential for effects is no greater than the townscape effects already assessed above in relation to the proposed development. There would be no significant cumulative townscape effects as a result of this assessment scenario.

### **Operation Effects - The Proposed Development + Liverpool Waters + all other cumulative schemes**

- 6.5.5 In considering the proposed development in combination with Liverpool Waters and all of the other agreed cumulative sites, the potential for the greatest level of effects arises as a consequence of the completion of the Liverpool Waters development and the proposed 'Bramley Hotel' (LPA application ref. 20F/0217) on the Blackstone Street/Regent Road junction directly opposite Bramley Moore Dock.
- 6.5.6 The Bramley Hotel development comprises a proposed nine storey hotel and associated multi storey car park located immediately east of the site (east of the northern eastern corner of the site). The hotel would be located on part vacant land and part land occupied by three storey, red brick buildings, some of which are in a state of disrepair.
- 6.5.7 The Liverpool Waters scheme (LPA ref. 19NM/1121 – variation of 100/2424 and 20NM/1801 pending determination) introduces numerous tall buildings within the dockside area between the site and Trafalgar Dock. The Liverpool Waters development will bring about increasing

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change to the townscape character of the redundant and/or underused Trafalgar, Collingwood and Nelson Docks as the stages of the Liverpool Waters are built out. The Liverpool Waters development will also create new public access to the River Mersey north of Princes Dock to allow the character of the northern docks to be appreciated further. This change will occur over time regardless of the presence of the proposed stadium development. The addition of the proposed stadium to the local townscape would provide a modern, landmark building with a publicly accessible plaza that will signify the northern extent of the WHS once complete.

- 6.5.8 The majority of the other cumulative schemes, as listed in Table 6.1, are all located beyond 1km from the site, as shown on **Figure LA09**, and in the urban context this is relatively distant from the townscape setting of the site, particularly when the high degree of interruption from intervening built form is taken into account. There are however two other cumulative schemes located within close proximity of the site, namely Tobacco Warehouse and Southern Warehouse, which are schemes under construction, and proposed developments on Regent Road (Bramley Hotel) and Lightbody Street (Torus Homes). As the Tobacco Warehouse and Southern Warehouse are both existing buildings subject to conversion, they are both already features in the baseline townscape environment rather than additional buildings being introduced to the local townscape setting. There would be no further cumulative effects upon townscape character as a result of these two cumulative schemes (excluding Liverpool Waters) set out in Table 6.1. The cumulative effects of the proposed Bramley Hotel and the Lightbody Street schemes are discussed further below.
- 6.5.9 The other cumulative schemes located beyond 1km from the site will inevitably have an effect upon the townscape of their locality, but due to the distance between them and the site, there would be no further cumulative effects as a consequence of the proposed stadium within the local townscape. The following assessment therefore relates to the potential cumulative effects of the Proposed Development and the completed Liverpool Waters development alongside the proposed Bramley Hotel and the Lightbody Street schemes.
- 6.5.10 In terms of the identified landscape features within the Site, there will be a Negligible/No Change magnitude of change upon such features as the adjacent Liverpool Waters scheme, the proposed Bramley Hotel and the Lightbody Street development will not indirectly affect them. Features within the site such as the Grade II listed Regent Road dock wall and the Hydraulic Engine House will remain tangible and legible features of the site. The nature of the effect is Negligible. The significance of the effect is Not Significant.
- 6.5.11 It is noted that there is the potential for further openings to be created within the Regent

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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.

- 6.5.12 In relation to the NCA 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.
- 6.5.13 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. The proposed development on Lightbody Street would be located within the north eastern extent of the character area and would be appreciated as part of the local industrial context. 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.
- 6.5.14 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

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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 schemes 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.

- 6.5.15 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 proposed 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.

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- 6.5.16 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 two other proposed schemes 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.
- 6.5.17 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 proposed 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.



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- 6.5.18 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, particularly the Residential Docks area in which the Liverpool Waters scheme is located and the Main Office Area and Castle Street Conservation Area that cover parts of central Liverpool. The regeneration of this area is considered positive in terms of wider townscape character. Once the Liverpool Waters office and residential apartments blocks are 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 upon the Castle Street Conservation Area and a negligible effect upon the Main Office Area and the Residential Docks. Such effects are not significant.
- 6.5.19 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 would be less perceptible. 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.

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- 6.5.20 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.
- 6.5.21 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.

### **Sequential effects**

- 6.5.22 The potential for sequential effects is most likely to occur as one travels northwards along Waterloo Road onto Regent Road, past the Liverpool Waters development and on towards the site and the Bramley Hotel. However, the addition of the proposed development to the northern extent of the Liverpool Waters development, in addition to the hotel, is unlikely to give rise to notable sequential effects upon townscape character as receptors travel northwards out of the city towards Sefton (beyond City of Liverpool administrative area).

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- 6.6 The proposed development will appear as an additional and associated element of Liverpool Waters rather than an additional and separate scheme and the landmark structure, built to be sympathetic to the vernacular of its environs, will denote the northern extent of the regeneration of the dock and the northern extent of the WHS, which is considered positive. The proposed stadium will also appear in the same part of the townscape as the Bramley Hotel, and would be appreciated in combination with the hotel rather than sequentially along the route. The level of sequential change will occur within the immediate site context only. The magnitude of change of change would be no greater than small resulting in a minor beneficial effect that is not significant.

### Cumulative visual effects

- 6.6.1 Cumulative visual effects, resulting from changes in the content and character of the views due to introduction of new elements or removal of or damage to existing ones, are identified and the nature of views available and the contribution of project being assessed to cumulative visual effects. Additive effects may occur either when developments are seen together in one angle of view or where they are seen when looking in different directions from one location. The effects on viewers as they follow linear routes and move through the landscape are considered.
- 6.6.2 The following factors inform the judgment about the significance of visual effects:

Table 6.3 Judging the degree of cumulative visual effects

Degree of effect	Indicative criteria
Major	Cumulatively, the developments dominate the view, seeming to define a new visual aesthetic; Large scale effects arising from new, non-characteristic or discordant or intrusive elements into the view of highly sensitive receptors, or at recognised and important viewpoints, or from recognised scenic routes.
Moderate	Cumulatively, the developments are seen as a characteristic of the landscape in the view, but not of sufficient dominance to be a defining characteristic of the visual amenity.
Minor	Cumulatively, the developments are separate isolated elements of the

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	landscape in the view, too infrequent and of insufficient importance to be perceived as a characteristic of the area; Cumulatively, the effects on visual amenity are reversible, of short duration, or occur over a restricted area.
Negligible	The developments have little effect on the visual amenity, cumulatively.

### 6.7 Analysis and assessment

#### Construction effects

- 6.7.1 As the Construction Phase of each identified cumulative development will be temporary and are unlikely to be undertaken all at the same time, this CTVIA also does not assess the cumulative visual effects of the Construction Phase. Instead, this section will consider the effects of all of the cumulative schemes once they have all been built and will include the permanent alteration to views in their operation phase.
- 6.7.2 Similarly, the CTVIA does 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 CTVIA is unknown. The final lighting design for each development is also unknown and therefore not assessed. The following assessment therefore relates to non match day operational phase of the proposed development.

#### The Proposed Development + Liverpool Waters

#### Additive effects

- 6.7.3 Cumulative visual effects result from changes in the content and nature of views due to the introduction of new elements, or removal of or damage to existing ones, as a result of new development. Additive effects may occur either when developments are seen together in one angle of view, or where they are seen when looking in different directions from one location. The cumulative visual representations at **Appendix 7** illustrate the likely cumulative views experienced from the nine agreed viewpoint locations.
- 6.7.4 In considering the potential for visual effects of the proposed development alongside Liverpool Waters, as progressed to September 2019, the effects arising as a consequence of the proposed stadium would not be any greater than the visual effects already assessed with

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regards to the proposed development.

- 6.7.5** There would be no significant visual effects as a result of the proposed development in addition to Liverpool Waters as progressed August 2020.

### **The Proposed Development + Liverpool Waters + all other cumulative schemes**

#### **Additive effects**

- 6.7.6 The cumulative visual representations at **Appendix 7** illustrate the likely cumulative views experienced from the nine agreed viewpoint locations. The likely effects upon these viewpoints locations is discussed below.
- 6.7.7 In views from the north east, as represented by Viewpoint 3 on 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 street scene. 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 features 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.
- 6.7.8 In views from the east, as represented by Viewpoint 5 on Blackstone Street and Viewpoint 6 on Boundary Street, the proposed development will form a landmark new element in the view but it would be partially screened in Viewpoint 5 by the Bramley Hotel, and also partially interrupted by the hotel when seen from Viewpoint 6. The Liverpool Waters development will be seen to varying degrees from the two viewpoints. 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

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view. The proposed development will be a highly visible new element in the view but its presence would be interrupted by the appearance of the Bramley Hotel in front of the stadium, as seen from both viewpoints. Although the proposed stadium and the Bramley Hotel would be both notable features as seen from Viewpoint 5, the two developments would not appear incongruous to the existing red brick industrial aesthetic and would not fundamentally alter the underlying industrial nature of the baseline view. The scale of the cumulative change in the view would be small in relation to Viewpoint 5, experienced at the local level, giving rise to a minor effect that is not significant.

6.7.9 In views from 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.

6.7.10 Views from higher ground to the south east are represented by Viewpoint 7 at 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

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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.

6.7.11 Views from the south of the site are represented by Viewpoint 8 Bascule Bridge, Viewpoint 9 Waterloo Road and Viewpoint 27 Trafalgar Dock. In all of these views the Liverpool Waters development would completely screen the view towards the proposed development. Views of Bramley Hotel would also be screened. 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.

6.7.12 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.

### **Sequential effects**

6.7.13 The change in sequential views afforded from A565 and A5054 that pass between the city centre and Bootle, the A5052 and A5056 that pass through the northern part of the city centre, and from the River Mersey, will be as a direct result of the increase in consented and proposed development within and surrounding Liverpool city centre and Liverpool Waters rather than as a result of the proposed development being introduced to the northern dockland area.

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- 6.7.14 The proposed stadium is unlikely to be a primary feature of views from the A5052 and A5056 but a proportion of the other cumulative schemes under construction, consented or proposed within their vicinity, alongside Liverpool Waters are likely to be seen as one travels around the city. It is these other cumulative schemes that would give rise to changes in visual amenity rather than the proposed development.
- 6.7.15 In longer distance views from the River Mersey, the concentration of tall buildings proposed within the vicinity of the city centre would again alter the overall nature of views towards Liverpool. The proposed stadium would be seen as smaller element of the view in comparison to the concentration of towers immediately north and north east of the city centre, as seen in relation to the cumulative visual representations in **Appendix 7**.
- 6.7.16 There would be no significant sequential visual effects as a result of the proposed development in addition to Liverpool Waters and all the other identified cumulative schemes.

### **Temporal effects**

- 6.7.17 Table 6.1 sets out the large numbers of schemes currently under construction and consented within Liverpool. There are also further tall building developments proposed and also awaiting determination. The temporal cumulative impact of these schemes as they are built, alongside the completed Liverpool Waters development, would ultimately alter the nature of views across the city and alter skyline views from higher round to the east of the city, and from across the River Mersey. However, the addition of the proposed development to this high degree of further development would not give rise to a significant temporal effect. The location of the proposed stadium at the northern extent of the Liverpool Waters scheme is considered to form a landmark anchor to views, seen in the context of development of similar scale and massing. The proposed development would not introduce incongruous built form to the skyline, rather it would be seen to be in keeping with its location and would appear as a continual element of the adjacent Liverpool Waters scheme and the adjacent proposed Bramley Hotel.

### **Conclusions**

- 6.7.18 The cumulative assessment has considered the townscape and visual effects of the proposed development in two assessment scenarios, based on the list of other agreed cumulative developments set out at Table 6.1.



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6.7.19 As the cumulative visual representations at **Appendix 7** show, the proposed development would appear as a continuous element to the Liverpool Waters scheme (acting as a 'bookend'). It would also be located directly adjacent to the Bramley Hotel and would appear to be located in the undeveloped gap between Liverpool Waters and the Hotel site when seen from higher ground to the east. The proposed stadium would be seen in the context of its industrial setting and would be in keeping in terms of scale and mass to existing built form in the locality. In views from the south of the site, the presence of Liverpool Waters would prevent the proposed development being seen. The changes in cumulative townscape character and visual amenity as a result of the proposed development would not be significant.

## 7.0 Summary and Conclusions

### 7.1 Summary of Findings

#### **The Proposed Development**

7.1.1 WYG is instructed by Everton Stadium Development Limited to prepare a Townscape and Visual Assessment (TVIA) which relates to an application for Full Planning Permission for the development of a 52,888 seated capacity stadium and associated ancillary facilities and infrastructure.

7.1.2 A full planning application was submitted to Liverpool City Council ('LCC') in December 2019 (LPA application reference 20F/0001) and has been subject to statutory consultation. Following the consultation process, Everton has sought to make design changes to the submitted scheme in response to feedback received. A detailed description of the revised development is provided in Chapter 3 of Volume II of the Environmental Statement and the Planning Statement which both accompany the revised planning application submission. The design changes are also summarised in more detail in the revised Design & Access Statement ('DAS') prepared by Pattern Architects. The update to the TVIA includes consideration of the revisions to the scheme design, such as, but not limited to, the reduction of height to the stadium, reduction in width of the openings in the dock wall and consideration of additional cumulative schemes. A full summary of design considerations is set out below.

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- 7.1.3 The site lies within a semi-redundant industrial area north of Liverpool city centre and primarily comprises Bramley-Moore Dock; the dock waterbody, walls, buildings, and associated surrounding hardstanding areas. Bramley-Moore Dock is located within the Northern Docks area of Liverpool Waters.
- 7.1.4 The desk based study and site based studies have identified a number of local townscape character areas to be assessed. The site is also located within the Stanley Dock Conservation Area and World Heritage Site.
- 7.1.5 Due to the nature of the full planning application, townscape and visual mitigation is embedded within the design proposals. In summary the primary elements of the proposal are (including the 2020 design changes):
- Demolition of existing buildings/warehouse within the site (with exception of the Grade II listed Hydraulic Engine House in the NW corner of the site);
  - Infilling of Bramley-Moore Dock (with marine-won aggregate);
  - Creation of 3 no. additional pedestrian access points within the Regent Road dock wall (in addition to the current 2 no. turreted entrances at the north and south parts of the site) which result in the reduction in width of the openings to be a total of less than 30m (reduced from a total of 45m);
  - Construction of the stadium (45m in height, reduced from 46.86m in the previous submission) and associated facilities;
  - Omission of the MSCP proposed on the west stand, replaced with a stepped terrace to provide views across the River Mersey. The steeped terrace also provides a covered fan zone beneath to ensure the safe arrival and departure of spectators and building users during periods of high winds. 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;
  - Omission of some large wind baffles (outriggers) from the proposed stadium building south and west elevations and replacement with soft landscaping (group of trees);
  - External public realm and circulatory spaces including a large fan zone plaza on the eastern side of the stadium and a stepped terrace on the western elevation;
  - The relocation of a proposed PV canopy from the surface car park on the west quay of the site to the roof of the south stand of the stadium (2,050 sq. m extent of PV

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proposed). The proposed sub-station on the west quay has been moved from south to north in the revised scheme to enable the proposed west quay car park to perform as a shared space area;

- The simplification of the building façade in close consultation with LCC and HE case officers following feedback; and
- Structural repair and refurbishment of the existing Hydraulic Engine House to include a change of use (temporary and permanent works to the Grade II listed structure to be subject to separate Listed Building Consent submissions).

### **Landscape Assessment**

7.1.6 The assessment of landscape effects has identified various effects at different stages ranging between moderate adverse to major beneficial.

7.1.7 The identified construction effects range from major adverse and significant on the character area in which the site is located, character areas within close proximity to the site and features within the site, to negligible upon character areas located at distance from the site. Major adverse and significant effects have been identified where there is a direct impact upon the BMD waterbody, and where changes are anticipated to the immediate landscape character due to construction activities (Character Area 3 – Stanley Dock Conservation Area). Moderate adverse and significant effects have been identified upon the Grade II listed Hydraulic Engine House during the construction phase and upon the character of The Waterfront and Its Fringes character area.

7.1.8 Once the construction phase is completed, the major adverse and significant effects identified previously are anticipated to become to major beneficial and significant effects upon the townscape character of the area in which the proposed development is located. Although there will be a great change in the character of the dock, which will have influence upon the immediately surrounding area, the nature of the wider townscape is also considered to be improved through the introduction of such a landmark development, providing a potential catalyst for wider regeneration (a landmark 'book-end' to the Liverpool Waters scheme at its interface with the operational docks to the north and the wider Ten Streets area to the east).

7.1.8 The major adverse and significant effects identified upon completion of the proposed development relate to the permanent loss of the BMD waterbody.

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## Visual Assessment

- 7.1.9 The assessment of visual effects has also identified various effects at different stages ranging between moderate adverse to negligible.
- 7.1.10 Moderate adverse and significant visual effects have been identified in relation to pedestrians and cyclists using Regent Road (viewpoint 3) and Bascule Bridge (viewpoint 8) during the construction phase due their close proximity and ability to afford direct views towards the site. Once the development has been completed, the stadium will be a prominent, contemporary, positive new element in the existing industrial view and despite changes to other historical industrial features within the site (Dock Wall and Hydraulic Engine House), the brick and steel design of the stadium is considered to be in keeping with the local vernacular and as such it will bring about a moderate beneficial visual effect on completion. The open space surrounding the site will also appear an attractive element in the view, particularly with the introduction of tree planting into the otherwise urban townscape. On day time and night match days, the introduction of additional people and vehicles, and higher lighting levels is considered to have a moderate adverse visual effect at the two aforementioned viewpoint locations, but such effects will be temporary during each occasion.
- 7.1.11 Moderate adverse and significant effects have been identified during the construction phase upon potential receptors located within the local industrial/dockland area (Viewpoints 26 and 27). It should be noted that these viewpoint locations are not currently publicly accessible as it is private land. Such adverse effects will reduce to moderate beneficial and significant effects on completion of the development. The proposed stadium will form a landmark feature in the near view. At night, the lighting associated with the development is also considered to be beneficial. The stadium in particular will form a new landmark feature in near view.
- 7.1.12 From all other viewpoint locations, it is assessed that there will be no significant visual effects. A number of negligible effects have been identified, primarily from densely built urban locations. Although the development is likely to be visible from these locations, it will be seen in such a small part of an existing urban view that the perceived change in the overall view will be limited.
- 7.1.13 No visual effects have been identified from several key locations within the WHS and from both of Liverpool's Cathedrals. The urban context of the existing view available from such locations prevents views towards the proposed development.

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- 7.1.14 Overall, significant visual effects will be limited to the immediate environs of the site experienced at Viewpoint 3 (Regent Road), Viewpoint 8 (Bascule Bridge), and Viewpoints 26 and 27 within Trafalgar Dock. Such effects will be adverse during construction and on match days as seen from Viewpoints 3 and 8. For all other scenarios the long term effects are considered beneficial.

### **Cumulative Effects**

- 7.1.15 The cumulative assessment has considered the townscape and visual effects of the proposed development in two assessment scenarios, based on the list of other agreed cumulative developments set out at Table 6.1.
- 7.1.16 As the cumulative visual representations at **Appendix 7** show, the proposed development would appear as a continuous element to the Liverpool Waters scheme. It would be seen in the context of its industrial setting and would be in keeping in terms of scale and mass to existing built form in the locality. In views from the south of the site, the presence of Liverpool Waters would prevent the proposed development being seen. The changes in cumulative townscape character and visual amenity as a result of the proposed development would not be significant.

### **Affects of weather conditions**

- 7.1.17 The weather conditions as described in section 1.4 could affect the availability of views towards the site up to 61.5% of the year. Rain conditions could produce low cloud that could limit the extent of longer distance views towards the site, particularly those across the River Mersey and the proposed development may not be seen during such times.

### **'Valued Landscapes'**

- 7.1.18 NPPF para 170, under heading 15. Conserving and enhancing the natural environment, states:

170. 'Planning policies and decisions should contribute to and enhance the natural and local environment by:

a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils...'

- 7.1.19 For the purposes of the LVIA in relation to NPPF para 170, whether the landscape value "in the sense that it had physical attributes which took it out of the ordinary" has been

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considered and it is concluded that the site, although located within a World Heritage Site specific to cultural heritage purposes, and also within a Conservation Area, does not exhibit physical townscape or visual attributes that are out of the ordinary. The site was once part of a thriving dockland landscape, but its townscape has suffered a gradual physical decline associated with the economic decline of the northern docks and can be visibly appreciated, for example by the presence of disused buildings that have fallen into a state of disrepair and the general degraded aesthetic of townscape character. The site is not a 'valued landscape' in relation to paragraph 170 of the NPPF.

### 7.2 Designated Landscapes

- 7.2.1 The site is located within Stanley Dock Conservation Area and Liverpool's Maritime Mercantile City World Heritage Site. The Outstanding Universal Values of the WHS do not relate to townscape matters rather they are matters of cultural heritage. A separate Cultural Heritage Significance Assessment has been completed in support of the planning application.
- 7.2.2 Similarly, the setting of the WHS and conservation areas, although a consideration during the preparation of the townscape and visual impact assessment, have not been assessed in terms of significance of effects and reference should be made to the Cultural Heritage Report.
- 7.2.3 There are no other designated landscapes of relevance to this TVIA report.

### 7.3 Conclusions

- 7.3.1 The TVIA has considered the potential townscape and visual effects of the proposed 52,888 seated football stadium, related ancillary development, external landscape works including a public plaza, upon the site (including infill of the existing dock waterbody by marine won aggregate and demolition of all structures with the exception of the Grade II listed Hydraulic Tower) and surrounding study area. The assessment considers all mitigation to be embedded within the scheme design.
- 7.3.2 The desk based study and site based studies have identified a number of local townscape character areas to be assessed. The site is also located within the Stanley Dock Conservation Area and the Liverpool Maritime Mercantile World Heritage Site.
- 7.3.3** The scope of the TVIA has been agreed following extensive pre-application consultation with

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Liverpool City Council and its independent adviser at Graeme Ives Heritage Planning. In advance of undertaking the updated TVIA, further consultation was carried out and LCC, and their independent advisor, confirmed that the selected viewpoints remained appropriate. The TVIA has considered the relevant requirements of the adopted WHS SPD (2009), including key views/vistas within and towards the WHS. 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 the visual amenity available to people viewing the landscape.

- 7.3.4 The assessment of townscape character effects concludes that there would be moderate adverse and significant effects upon the BMD waterbody and associated dock walls during the construction phase with major adverse and significant effects upon the BMD waterbody and associated dock walls throughout the life time of the proposed development. There would be major adverse and significant effects upon the townscape character of Character Area 3 – Stanley Dock Conservation Area during the construction phase. However, such effects would improve to major beneficial and significant post construction. There would also be moderate adverse and significant effects upon the Hydraulic Engine House and The Waterfront and Its Fringes character area during the construction phase which would improve to moderate beneficial and significant effects post construction. Finally, there would be moderate beneficial and significant effects upon the Residential Docks character area once the proposed development is complete.
- 7.3.5 The assessment of visual effects concludes that there would be moderate adverse and significant effects experienced during the construction phase by receptors at Viewpoint 3 Regent Road, Viewpoint 8 Bascule Bridge, and Viewpoints 26 and 27 within Trafalgar Dock. Such adverse and significant effects would improve to moderate beneficial and significant effects from the first day of opening of the stadium at all of the above viewpoint locations, during all scenarios with the exception of match day scenarios in relation to Viewpoints 3 and 8. The day time and night time match day scenarios would remain moderate adverse and significant.
- 7.3.6 The assessment of cumulative townscape and visual effects concludes that the addition of the proposed development to a baseline that includes the Liverpool Waters development as completed August 2020 will not give rise to any significant effects. Similarly, when the proposed development is considered in the context of the completed Liverpool Waters

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development, the proposed developments Bramley Hotel, Lightbody Street residential scheme, and the changes to the approved Liverpool Waters scheme through the submission of a recent non-material amendment (LPA ref. 20NM/1801), plus all other relevant and agreed cumulative schemes, there are also no significant effects assessed.

- 7.3.7 Overall, the TVIA concludes that significant townscape and visual effects are likely to occur within the local environs of the site only.

### 8.0 References

- The Landscape Institute, Institute of Environmental Management and Assessment, (2013) Guidelines for Landscape and Visual Impact Assessment (Third Edition);
- The Landscape Institute, Advice Note 01/11 Photography and Photomontage in Landscape and Visual Impact Assessment (2011);
- The Landscape Institute, Advice Note 06/19 Visual Representation of Development Proposals (2019);
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## Appendices

## Appendix 1. General Assessment Methodology

The methodology used in this assessment has been based upon the recommendations in [Guidelines for Landscape and Visual Impact Assessment 3rd Edition](#) published by The Landscape Institute and the Institute of Environmental Management & Assessment in April 2013 (GLVIA3).

### Landscape Effects Assessment

#### Establishing the landscape baseline

Baseline studies for assessing the landscape effects included a mix of desk study and field work to identify and record the character of the landscape and the elements, features and aesthetic and perceptual factors which contribute to it.

The elements that make up the landscape in the study area were recorded, including:

- physical influences - geology, soils, landform, drainage and water bodies;
- land cover, including different types of vegetation and patterns and types of tree cover;
- the influence of human activity, such as, land use and management, the character of settlements and buildings, the pattern and type of fields and enclosure; and
- the aesthetic and perceptual aspects of the landscape, e.g.: its scale, complexity, openness, tranquillity, wildness.

The overall character of the landscape in the study area was considered, including the particular combinations of elements and aesthetic and perceptual aspects that make each distinctive, usually by identification as key characteristics of the landscape. Evidence about change in the landscape was considered, including the condition of the different landscape types and/or areas, and their constituent parts and evidence of current pressures causing change in the landscape.

#### Landscape Value

The European Landscape Convention promotes taking account of all landscapes, including ordinary or undesignated landscapes. The relative value attached to the landscape was considered at the baseline stage to inform the judgments about the effects likely to occur, whether to areas of landscape as a whole or to individual elements, features and aesthetic or perceptual dimensions, at the community, local, national or international levels.

Landscape designation is a starting point in understanding landscape value but value may also be attached to undesignated landscapes. Special Qualities, reasons for designation, relevant policies in management plans or designation-specific policies in development plans, were consulted in assessing the relative value of the landscape within designated areas.

Areas of landscape whose character is judged to be intact and in good condition, and where scenic quality, wildness or tranquillity, and natural or cultural heritage features make a particular contribution to the landscape, or where there are important associations, are likely to be highly valued. For "ordinary, everyday landscapes", the judgement was based upon the degree to which they are representative of typical character, the intactness of the landscape and the condition of its elements, scenic quality, sense of place, aesthetic and perceptual qualities.

When determining the landscape value the following elements were considered, in addition to consideration of values associated with designations:

- The importance of the landscape, or the perceived value of the landscape to users or consultees, as indicated by, for example, international, national or local designations;
- The importance of elements or components of the landscape in the landscape character of the area or in their contribution to the landscape setting of other areas;
- Intrinsic aesthetic characteristics, scenic quality or sense of place, including providing landscape setting to other places;
- Cultural associations in the arts or in guides to the area, or popular use of the area for recreation, where experience of the landscape is important;
- The presence and scale of detractors in the landscape and the degree to which they are susceptible to improvement or upgrading; and
- Conservation interests: The presence of features of wildlife, earth science or archaeological or historical and cultural interest can add to the value of the landscape as well as having value in their own right.

The following table indicates the criteria used to determine the Landscape value:

A1-1 Criteria to determine landscape value

Value	Criteria
High Value	Landscapes subject to international, national or local designations, <b>and</b> non-designated landscapes where the

	<p>following considerations apply:</p> <p>Areas of landscape whose character is judged to be intact and in good condition;</p> <p>Scenic quality, wildness or tranquillity, and/or natural or cultural heritage features make a particular contribution to the landscape;</p> <p>There are important cultural and artistic associations;</p> <p>They are representative of typical character of the area or have a character or elements that are valued for their rarity;</p> <p>Particular components may be identified as important contributors to the landscape character;</p> <p>The landscape is valued for recreational activities where experience of the landscape is important.</p>
Low Value	<p>Areas of landscape whose character is in poor condition;</p> <p>Scenic quality, wildness or tranquillity, and/or natural or cultural heritage features are not key characteristics of the landscape;</p> <p>Cultural and artistic associations are absent;</p> <p>They are not representative of typical character of the area, but are also not valued for rarity;</p> <p>Particular components may be identified as important contributors to the landscape character;</p> <p>There is little scope for recreational activities where experience of the landscape is important.</p>

Where the value falls between high and low, an intermediate level of value is assigned, e.g. "medium".

The landscape baseline report aims to:

- describe, map and illustrate the character of the landscape of both the wider study area and the site and its immediate surroundings;
- identify and describe the individual elements and aesthetic and perceptual aspects of the landscape, particularly those that are key characteristics contributing to its distinctive character;
- indicate the condition of the landscape, including the condition of landscape elements or features;

- project forward drivers and trends in change and how they may affect the landscape over time, in the absence of the proposal; and
- evaluate the landscape and, where appropriate, its components, aesthetic and perceptual aspects, particularly the key characteristics.

## Assessing the Landscape Effects

The baseline information about the landscape was combined with understanding of the details of the proposal to identify and describe the landscape effects. The landscape receptors were identified, that is, the components or aspects of the landscape likely to be affected, such as, overall character or key characteristics, individual elements or features, or specific aesthetic or perceptual aspects.

Interactions between the landscape receptors and the components or characteristics of the development at its different stages were considered: construction and operation, and the different types of effect: direct and indirect, secondary, cumulative, short, medium and long- term, permanent and temporary, adverse and beneficial.

Landscape effects considered included:

- change in and/or partial or complete loss of elements, features or aesthetic or perceptual aspects that contribute to the character and distinctiveness of the landscape;
- addition of new elements or features that will influence the character and distinctiveness of the landscape; and
- combined effects of these changes on overall character.

The landscape effects were categorised as adverse, beneficial, or negligible in their consequences for the landscape, judged from the degree to which the proposal fits with existing character and the contribution the development makes to the landscape in its own right, even if in contrast to existing character.

The assessment of the landscape effects was based on assessment of the sensitivity of the landscape receptors and the magnitude of the change in the landscape arising from the proposal.

## Sensitivity of the Landscape Receptors

The sensitivity of landscape receptors combines judgments of their susceptibility to the type of change arising from the development proposal and the value attached to the landscape.

Susceptibility to change means the ability of the landscape receptor to accommodate the proposed development without undue consequences for the maintenance of the baseline situation and/or the achievement of landscape planning policies and strategies.

The value attached to the landscape receptors was established in the baseline study.

The sensitivity of landscape receptors to change is categorised as high, moderate or lesser, in accordance with the criteria set out below to determine the susceptibility and value of the landscape receptor.

When determining the landscape susceptibility, the following elements were considered:

- The ability of the landscape receptor to accommodate the proposed development without undue consequences for the maintenance of the landscape character and/or the achievement of landscape planning policies and strategies;
- The degree to which the changes arising from the development would alter the overall character, quality/condition of a particular landscape type or area;
- The degree to which the changes arising from the development would alter individual elements or features or aesthetic and perceptual aspects important to the landscape character; and
- Existing landscape studies may identify the sensitivity of the landscape type or area or its characteristics to the general type of development that is proposed.

The following table indicates the criteria used to determine the landscape susceptibility:

A1-2 Criteria for landscape sensitivity

Susceptibility	Criteria
Very Susceptible	<p>The changes arising from the type of development would alter the overall character, quality/condition of a particular landscape type or area.</p> <p>The changes arising from the type of development would alter or remove individual elements or features or aesthetic and perceptual aspects important to, or add new elements incongruous to, the landscape character.</p> <p>The type of development would compromise the achievement of landscape planning policies and strategies for the landscape.</p> <p>The changes arising from the type of development would alter or</p>

	remove elements or features or aesthetic and perceptual aspects important to the landscape character, or add new elements that would reinforce the key characteristics of the landscape character.
Not Susceptible	<p>The changes arising from the development would not alter the overall character, quality/condition of a particular landscape type or area.</p> <p>The type of development would not compromise the achievement of landscape planning policies and strategies for the landscape.</p> <p>The changes arising from the type of development would not alter or remove individual elements or features or aesthetic and perceptual aspects important to, or add new elements incongruous to, the landscape character.</p>

## Magnitude of Landscape change

Effects on landscape receptors are assessed in terms of size or scale, the geographical extent of the area influenced, and its duration and reversibility.

### A1-3 Considerations for assessing magnitude of landscape change

Consideration	Indicative criteria
Size or scale of change	<p>Categorised on a scale of Large, Medium, Small, Negligible or Non, based upon:</p> <p>The extent of existing landscape elements that will be lost (or added), the proportion of the total extent that this represents and the contribution of that element to the character of the landscape;</p> <p>The degree to which aesthetic or perceptual aspects of the landscape are altered either by removal of existing components of the landscape or additions of new ones; and</p> <p>Whether the effect changes the key characteristics of the landscape, which are critical to its distinctive character.</p>
Geographical area over which the landscape would be changed	<p>Categorised on a scale of:</p> <p>Small: at site level, within the development site itself or at the level of the immediate setting of the site;</p>



	<p>Medium: at the scale of the landscape type or character area within which the site lies; and</p> <p>Large: where the type of development influences several landscape types or character areas.</p>
The duration of the changes	<p>The durations of changes due to the development are categorised as:</p> <p>Short term: zero to five years;</p> <p>Medium term: five to ten years;</p> <p>Long term: ten to twenty-five years; and</p> <p>Permanent: more than twenty-five.</p>
Reversibility	<p>The prospect and the practicality of the effect being reversed within twenty-five years</p>

## Significance of Landscape Effects

Final conclusions about the degree of effect relate the separate judgements about sensitivity of the receptors and magnitude of the changes combined, based upon the following considerations:

- Major effect: irreversible adverse or beneficial effects, over an extensive area, on elements and/or aesthetic and perceptual aspects that are key to the character of nationally valued landscapes;
- Moderate effect: where effects are judged to be between the criteria for either Major or Minor effects;
- Minor effect: Reversible adverse or beneficial 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;
- Negligible effects where there is little or no perceived change to the existing landscape character or the change is difficult to discern.

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.
- Where landscape effects are judged to be significant and adverse, proposals for preventing/avoiding, reducing or offsetting or compensating for them are set out (referred to as mitigation).

The significant landscape effects remaining after mitigation are summarised as the final step in the process.

## Visual Effects Assessment

### Establishing the Visual Baseline

Baseline studies for visual effects establish:

- the area in which the development may be visible;
- the different groups of people who may experience views of the development;
- the location where they will be affected;
- the nature of the views at those points; and
- where possible, the approximate or relative number of the different groups of people who may be affected by the changes in views or visual amenity.

In identifying important viewpoints, heritage assets in the vicinity of the proposed development and their settings were taken into account.

The potential areas where the site and development proposal are likely to be visible were mapped. Landscape components affecting visibility, like buildings, walls, fences, trees, hedgerows, woodland and banks, were identified through field surveys and mapped.

The people within the area who may be affected by the changes in views and visual amenity – the visual receptors – were identified:

- people living in the area;

- people passing through on roads and the local lanes;
- people visiting promoted landscapes or attractions; and
- people engaged in recreation of different types, including users of public rights of way, bridleways and access land.

Views that form part of the experience and enjoyment of the landscape were noted, for example, from promoted paths, tourist or scenic routes and associated viewpoints.

The proposed viewpoints were discussed with the local authority, and informed by the visual appraisal, field surveys, and by desk research on access and recreation, heritage assets and other valued landscapes, tourist attractions and destinations, popular vantage points, and relative distribution of population. Viewpoints were selected to represent the experience of different types of visual receptors.

The details of viewpoint locations were mapped and catalogued, and the direction and area covered by the view recorded, sufficient to allow someone else to return to the location and record the same view. Photography was carried out in accordance with the Landscape Institute's guidance in Photography and Photomontage in landscape and visual impact assessment, Advice Note 01/11. Landscape Institute's Technical Guidance Advice Note 06/19 Visual Representation of Development Proposals subsequently published in September 2019 has also been referred to (further details are included in **Appendix 2**).

The baseline report aims to describe, map and illustrate:

- the type and relative numbers of people (visual receptors) likely to be affected, making clear the activities they are likely to be involved in when enjoying the view;
- details of the viewpoints and of the visual receptors likely to be affected at each;
- the nature, composition and characteristics of the existing view, noting any particular horizontal or vertical emphasis, and any key foci; existing views have been illustrated in annotated photographs identifying important components of the view.
- elements, such as landform, buildings or vegetation, which may interrupt, filter or otherwise influence the views;
- whether or how the view may be affected by seasonal or weather variation.

## Assessing the Visual Effects

### Predicting and describing visual effects

The baseline information about the visual receptors was combined with understanding of the details of the proposal to identify and describe the visual effects, considering:

- changes in views and visual amenity arising from elements of the development;
- the distance of the viewpoint from the development and whether the viewer would focus on the development due to its scale and proximity or whether the development would be only a small or minor element in a panoramic view;
- whether the view is stationary or transient or one of a sequence of views;
- the nature of the changes: changes in the skyline, creation of a new visual focus in the view, introduction of new elements, changes in visual simplicity or complexity, alteration of visual scale or the degree of visual enclosure; and
- seasonal differences in effects, arising from the varying degree of screening and/or filtering of views by vegetation in summer and winter.

Categorising the visual effects as adverse or beneficial (or neutral) in their consequences for views and visual amenity was based on judgments about whether the changes affect the quality of the visual experience, and the nature of the existing views and the nature of the changes to the views.

The visual effects were assessed, based on assessment of the nature of the visual receptors and their sensitivity, and the nature of the effect on views and visual amenity, that is, the magnitude of visual change.

### Sensitivity of Visual Receptors

The people or groups of people likely to be affected at a specific viewpoint – the visual receptors – are assessed in terms of their susceptibility to change in views and visual amenity and the value attached to particular views.

The susceptibility of visual receptors to changes in views and visual amenity is a function of the occupation or activity of people experiencing the view at particular locations and the extent to which their attention or interest is focused on the views or the visual amenity they experience at particular locations.

The visual receptors very susceptible to change include:

- residents at home;
- people engaged in outdoor recreation, including use of public rights of way, whose attention or interest is likely to be focused on the landscape and on particular views;
- visitors to designated landscapes, heritage assets, or other attractions, where views of the surroundings are an important contributor to the experience; and
- communities where views contribute to the landscape setting enjoyed by residents in the area.

Visual receptors less susceptible to change include:

- people engaged in outdoor sport or recreation which does not involve or depend upon appreciation of views of the landscape;
- people at their place of work whose attention may be focused on their work or activity not on their surroundings and where the setting is not important to the quality of working life.
- travellers on road, rail or other transport routes, except along recognised scenic routes, where awareness of views is likely to be high.

Judgments were made about the value attached to the views identified, taking account of recognition, for example, in relation to heritage assets, or through planning designations, appearance in guidebooks or on tourist maps, promotion of particular locations or provision of facilities provided for their enjoyment, such as parking places, sign boards and interpretive material, or references to them in literature or art.

The sensitivity of visual receptors to change is categorised as high, moderate or lesser, in accordance with the criteria set out below.

#### A1-4 Indicative criteria for visual sensitivity

Category	Indicative criteria
High sensitivity	<p>Viewers in residential or community properties.</p> <p>Views experienced by many viewers.</p> <p>Daily, prolonged or sustained views available over a long period, or where the view of the landscape is an important attractant.</p> <p>A view from a landscape, recreation facility or route valued nationally or internationally for its visual amenity.</p>

Category	Indicative criteria
Moderate sensitivity	<p>Viewers in residential or community properties with partial or largely screened views of the site.</p> <p>Frequent open views available.</p> <p>Viewers are pursuing activities such as sports or outdoor work, where the landscape is not the principal reason for being there or the focus of attention is only partly on the view.</p> <p>A view from other valued landscapes, or a regionally important recreation facility or route.</p>
Lesser sensitivity	<p>A view of low importance or value, or where the viewer's attention is not focused their surroundings.</p> <p>A view from a landscape of moderate or less importance, or a locally important recreation facility.</p> <p>Occasional open views or glimpsed views available; passing views available to travellers in vehicles.</p> <p>A view available to few viewers.</p>

## Magnitude of Visual Change

The visual effects identified are evaluated in terms of size or scale, the geographical extent of the area influenced, duration and reversibility.

### A1-5 Considerations for assessing magnitude of visual change

Consideration	Indicative criteria
Size or scale of change	<p>Categorised on a scale of major, moderate, minor or non, based upon:</p> <p>The degree of the loss or addition of features in the view;</p> <p>The extent of changes in the composition of the view, including the proportion of the view occupied by the proposed development;</p> <p>The degree of contrast or integration of the changes with the existing or remaining landscape elements and characteristics;</p> <p>The nature of the view of the proposed development, whether full, partial or glimpsed, or the relative amount of time over which it will be experienced.</p>

Geographical area over which the changes would be experienced	<p>The geographic extent reflects:</p> <p>The extent of the area over which the changes would be visible;</p> <p>The angle of view in relation to the main activity of the receptor;</p> <p>The distance of the viewpoint from the proposed development.</p>
The duration of the changes	<p>Categorised as:</p> <p>Short term: zero to five years;</p> <p>Medium term: five to ten years;</p> <p>Long term: ten to twenty-five years; and</p> <p>Permanent: more than twenty-five.</p>
Reversibility	<p>The prospect and the practicality of the effect being reversed within twenty-five years, or within a generation</p>

### Judging the overall significance of visual effects

Final conclusions about the degree of visual effects relate the separate judgements about sensitivity of the receptors and magnitude of the changes, for example:

- Major effect: Large scale changes which introduce new, non-characteristic or discordant or intrusive elements into the view, especially where affecting people who are particularly sensitive to changes in views and visual amenity or people at recognised and important viewpoints or from recognised scenic routes.
- Minor effect: limited or localised change, or reversible short term changes, in views available to people for whom the view of the landscape is not the principle focus of interest.
- As for landscape effects, where effects are judged to be between these extremes, they may be assigned moderate levels of effect.
- Negligible effect: The change in the view is imperceptible or difficult to discern.

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.
- As for landscape effects, where visual effects are judged to be significant and adverse, proposals for preventing/avoiding, reducing or offsetting or compensating for them are set out (referred to as mitigation).

The significant visual effects remaining after mitigation are summarised as the final step in the process.





## **Appendix 2 - Accurate Visual Representations Methodology and Viewpoint selection**



## **AVR Methodology**

### **Introduction**

This document provides the methodology to be used for production of the Accurate Visual Representations (AVRs) for the proposed development. The methodology follows the recommendations in Guidelines for Landscape and Visual Impact Assessment 3rd Edition published by The Landscape Institute and the Institute of Environmental Management & Assessment in 2013 (GLVIA3), the advice set out in the Landscape Institute advice note “Photography and photomontage in landscape and visual impact assessment” (2011), and the guidance set out within the London View Management Framework (LVMF) (2013), including LVMF, Appendix C: Accurate Visual Representations. The Landscape Institute published guidance on Visual Representation of Development Proposals, Technical Guidance Note 06/19 has also been referred to when preparing the AVRs.

### **Viewpoints**

#### **Viewpoint selection**

AVR viewpoints have been selected based on information gathered from the Liverpool Mercantile Maritime City World Heritage Site SPD to include general views within the WHS, distant views towards the WHS, and views from landmark buildings. The viewpoints also reflect those included in the LVIA for the Liverpool Waters Development, within which the site is located. The viewpoints have also been selected following a site walk around with the Heritage Representative from Liverpool City Council (LCC) in 2017. The summary table at Section 6 of this document identifies the various reasons for the viewpoint selections.

This appendix document was updated in December 2019 to include feedback from LCC, amendments as a result of further work and to include reference to cumulative visuals.

### **Method Statement**

Production of the AVRs has involved undertaking photography at each viewpoint location, and 3D modelling of the proposed development. The method for each element is set out below.

#### **Photography**

The cameras used for the AVR photography are a Canon EOS 5D Mark III digital SLR camera and a Canon EOS 6D Mark II digital SLR camera, both with a full frame sensor. The camera was mounted onto a tripod with a tripod levelling base and levelled horizontally.

At each viewpoint a series of photographs were taken using either a Canon EF 50mm f/1.4 lens or a Canon EF 24-105mm f/4 lens (at 50mm focal length), to provide an appropriate amount of contextual built form within the view.



The equipment used for the photography included:

- Canon EOS 5D Mark III digital SLR camera with built in electronic level
- Canon EOS 6D Mark II digital SLR camera with built in electronic level
- Canon EF 50mm f/1.4 USM
- Canon EF 24-105mm f/4 IS USM
- Manfrotto tripod and panoramic head
- Tripod levelling base
- Camera mounted spirit level
- Camera mounted GPS unit

For each viewpoint, the overlapping photographs taken with the 50mm lens were combined into panoramas with a cylindrical projection using PTGui software.

### 3D model

A 3D model of the proposed development was provided by the project Architect in Revit and 3ds Max formats. The Architect's model was georeferenced in a 3ds Max model of the surrounding area sourced from Liverpool City Model/LiDAR data. Block models of other cumulative sites were added, where appropriate.

Each of the viewpoint locations and photographs were mapped in GIS using the GPS recorded coordinates and fine-tuned with reference to recent aerial photography. These viewpoint locations were set up as cameras in the 3d model using the existing photographs as a backdrop. A sunlight simulation system has been used to match the date, time and atmospheric conditions for each of the viewpoint photographs.




Photorealistic renders from the 3ds Max model have been generated for each of the AVR Level 3 viewpoints, the location of which is shown on Figure LA07-1. These renders have been cylindrically projected (using PTGui), combined with the existing photographs in Adobe Photoshop, with the screened elements of the development masked out, and the lighting of the render fine-tuned to match the photograph. Each of the AVR Level 1 viewpoints, locations also illustrated on Figure LA07-1 have been rendered as a wireline view from the imported Revit model and overlaid on the existing photograph.


The images have been provided as a series to illustrate the existing, proposed, and cumulative views (cumulative views prepared from an agreed selection of viewpoints only) with an aerial and Ordnance Survey map base plan locating the viewpoint and the following technical data for each view:

- Visualisation type – photowire (AVR Level 1) or photomontage (AVR Level 3)

- Co-ordinates of camera position (easting, northing and ground level)
- Direction of view
- Distance to site
- Horizontal and vertical field of view
- Image and sheet size
- Camera and lens used
- Time and date of photograph
- Map and aerial photography showing location of viewpoint

To assist agreement between all parties prior to accurate visual representation (AVR) preparation, the following classification types were presented to broadly define the purpose of an AVR in terms of the visual properties it represents. This classification is a cumulative scale in which each level incorporates all the properties of the previous level, as defined in the Supplementary Planning Guidance document - London View Management Framework Appendix D (March 2012).

<p><b>AVR0</b></p> <p>Showing location and size of proposal (in this case as a toned area superimposed on photograph).</p>	
<p><b>AVR1</b></p> <p>Showing location, size and degree of visibility of proposal (in this case as an occluded 'wireline' image).</p>	
<p><b>AVR2</b></p> <p>Showing location, size, degree of visibility and architectural form of the proposal (in</p>	

this case as a simply shaded render in a uniform opaque material).	
<p><b>AVR3</b></p> <p>Showing location, size, degree of visibility, architectural form and use of materials of the proposal (in this case using a computer generated 'photorealistic' rendering technique).</p>	

In relation to Visual Representation of Development Proposals, Technical Guidance Note 06/19 (Landscape Institute September 2019), the visuals prepared are classified as category A, their purpose being to accompany a TVIA as part of a formal EIA. The type of visuals required have been identified as Type 4 – Photomontage/Photowire. The image size, field of view and sheet layout conform to the TGN 06/19 guidelines. For the purpose of this assessment both AVR1s and AVR3s have been prepared for the viewpoints as described below.

### **Viewpoint Selection**

The Supplementary Planning Document for Liverpool Maritime Mercantile City World Heritage Site (adopted in Oct 2009) (WHS SPD) sets out a number of key views within the World Heritage Site (WHS). These are shown at Figure 4.2 of the WHS SPD with further analysis on their significance set out in Appendix 2 of this document.

The following tables illustrate how the viewpoints selected for the TVIA correlate with the various viewpoints within the WHS SPD. The table in Section 6 provides a summary of the viewpoints selected.

In a number of instances, WHS viewpoints have been carried forward within the assessment in locations where the Zone of Theoretical Visibility map has indicated no view. In other locations, where a view is not anticipated to be available, they have not been carried forward. Where they have not been carried forward for this assessment, this is based on the ZTV evidence that there will be no view of the development from these locations and it was deemed unnecessary that any further evidence was required. Where viewpoints have been carried forward within the assessment despite the ZTV indicating no view of the development,



this has been based on requests from LCC to further demonstrate that no views are available from these particular locations. They are supported by the visuals stated in section 6.

## 1. Distant Views to the WHS

The table below shows how the distant views set out in the planning document relate to the proposed viewpoints in relation to the proposed development, which are shown on the Zone of Theoretical Visibility (ZTV) Map (figure LA07-1).

WHS Ref No.	View From	View To	Viewpoint (VP) Ref on LSK.04
1	Magazine Promenade, Wallasey	Liverpool City Centre	VP24
2	Wallasey Town Hall	Liverpool City Centre	VP23
3	Woodside Ferry Terminal	Liverpool City Centre	VP21
4	Bidston Hill	Liverpool City Centre	VP29
5	Everton Park	Liverpool City Centre	VP7
6	Anglican Cathedral	Liverpool City Centre	VP30
7	Metropolitan Cathedral of Christ the King	Liverpool City Centre	VP31
8	Holt Hill	Liverpool City Centre	VP32

## 2. General Views within the WHS

The table below addresses whether the general views set out in the WHS SPD will be potentially affected by the proposed development and, where this is the case, where a corresponding viewpoint has been selected.



WHS Ref No.	View From	View To	Comments	Viewpoint (VP) Ref on LSK.02
I.	Pier Head	West across the river	This viewpoint is not relevant, as the proposed development would not fall within the angle of view from this location.	N/A
II.	Queensway Tunnel Exit	East to William Brown Street/ St. George's Hall	This viewpoint is not relevant, as the proposed development would not fall within the angle of view from this location.	N/A
III.	Lime Street Station Exit	West across the city centre	This viewpoint is not relevant as outside of the ZTV. The viewpoint was visited informally, and photograph attached illustrating no views are likely from this location.	N/A
IV.	Metropolitan Cathedral of Christ the King	East across the city centre	The proposed development is unlikely to fall within the angle of view from this location & no visibility illustrated on the ZTV map. View also dominated by buildings.	VP31
V.	Anglican Cathedral	North-west across city centre	No visibility of the proposed development illustrated on the ZTV map from this location. View also dominated by buildings.	VP30
VI.	Bridge over Queens Dock/Coburg Dock Passage	North across docks	The view is open, looking across the docks to the north with the overall city skyline in the distance. Although directed towards the development, the ZTV illustrates that views towards the proposed development would not be available from this location.	N/A
VII.	William Brown Street/St George's Hall	West across the commercial district	The proposed development would not fall within the angle of view from this location & no visibility of the proposed development is illustrated on ZTV map.	N/A
VIII.	SW corner of Albert Dock	North across Albert Dock	The proposed development would not fall within the angle of view from this location & no visibility of the proposed development is illustrated on ZTV map. The view is also enclosed by commercial buildings.	N/A



### 3. General Views with Focal Point within the WHS

The table below addresses whether the general views with a focal point set out in the WHS SPD will be potentially affected by the proposed development and, where this is the case, where a corresponding viewpoint has been selected.

WHS Ref.	View From	View To	Comments	Viewpoint (VP) Ref on LSK.02
A	Leeds & Liverpool Canal/canal locks	Stanley Dock	This viewpoint is likely to be affected by the proposed development as its focal point includes Stanley Docks and Victoria Clock Tower.	VP6
B	Basculer Bridge	Victoria Clock Tower	This view will encompass the proposed development site to its northern extent.	VP5
C	Waterloo Road/Vulcan Street	Stanley Dock	This viewpoint is likely to be affected by the proposed development. VP9 has been selected to be representative of this location, which lies slightly north of the junction with Vulcan Street, at the junction with Porter Street to allow for a clearer view towards the site.	VP9
D	Great Howard Street/Old Hall Street	Stanley Dock	This viewpoint is likely to be affected by the proposed development.	VP12
E	Road bridge over Princes Dock/Princes Half-tide Dock passage	South	The proposed development would not fall within the angle of view from this location. However, a viewpoint has been selected facing north from this location, although this is not the direction of view set out within the SPD.	VP13
F	Tithebarn Street/Tempest Hey	St Nicolas Church	The view is towards the south-west and the proposed development is unlikely to lie within the angle of view.	N/A
G	Hartley Bridge over Canning Half-tide	Pier Head Group	No visibility of the proposed development is illustrated on the ZTV map.	VP20





WHS Ref.	View From	View To	Comments	Viewpoint (VP) Ref on LSK.02
	Dock/Albert Dock Passage			
H	North gates of Albert Dock Estate/The Strand	Pier Head Group	No visibility of the proposed development is illustrated on the ZTV map.	VP19
I	South gates of Albert Dock Estate/The Strand	Pier Head Group and Albert Dock Warehouses	The proposed development would not fall within the angle of view from this location.	N/A
J	West Quay of Wapping Dock	Anglican Cathedral	The viewpoint is south-east of the proposed development site and the direction of the view is to the east. The view is not directed towards the proposed development.	N/A

#### 4. Defined Vista within the WHS

Due to their angle of view the Defined Vistas within the WHS SPD, as set out in Appendix 2, are all unlikely to be affected by the proposed development.

#### 5. Key Landmark Buildings

The table below lists the key landmark buildings set out in the WHS SPD and the corresponding viewpoint reference on Figure LA07-1 that represents each view from these buildings.

WHS Ref.	Key Landmark Building	Building Represented by VP Ref
1	Stanley Dock Complex	VP8
2	Pier Head Complex No visibility of the proposed development is illustrated on the ZTV map.	VP17
3	Albert Dock Complex No visibility of the proposed development is illustrated on the ZTV map.	V20
4	Town Hall	N/A



WHS Ref.	Key Landmark Building	Building Represented by VP Ref
	No visibility of the proposed development is illustrated on the ZTV map.	
5	St Georges Hall No visibility of the proposed development is illustrated on the ZTV map.	N/A
6	World Museum No visibility of the proposed development is illustrated on the ZTV map.	VP18
7	Lime Street Station No visibility of the proposed development is illustrated on the ZTV map.	N/A
8	Municipal Buildings No visibility of the proposed development is illustrated on the ZTV map.	N/A
9	Anglican Cathedral No visibility of the proposed development is illustrated on the ZTV map.	VP30
10	Metropolitan Cathedral of Christ the King No visibility of the proposed development is illustrated on the ZTV map.	VP31
11	St Lukes Church No visibility of the proposed development is illustrated on the ZTV map.	N/A
12	Beacon No visibility of the proposed development is illustrated on the ZTV map.	N/A
13	Beetham Tower West VP12 is located approx. 60m north of Beetham Tower, however this location provides the best representative view from the area, as	VP12



WHS Ref.	Key Landmark Building	Building Represented by VP Ref
	views from directly outside the Tower are restricted by an art installation/signage.	
14	Unity Building No visibility of the proposed development is illustrated on the ZTV map.	N/A
15	St Nicolas Church	VP 15
16	Victoria Clock Tower	VP26
17	Waterloo Warehouse	VP11
18	Wapping Warehouse No visibility of the proposed development is illustrated on the ZTV map.	N/A

## 6. Summary of Viewpoints

The table below provides a summary for each of the agreed viewpoints located on Figure LA07-1. Reference is also made to the agreed viewpoint locations in relation to the submitted Townscape Visual Impact Assessment (TVIA) for the approved Liverpool Waters outline development, shown on Figure 5.4 of the submitted report.

Please note, however, that defined vistas have not been included in the table below as these are unlikely to be affected by the proposed development due to the defined angle of view set out within the WHS SPD.

Viewpoint (VP) Ref on LSK.04	VP Ref in Liverpool Waters LVIA	Distant View to WHS	General View within WHS	General View with Focal Point in WHS	Key Landmark Building	Within ZTV coverage	Day-time AVR 3	Day-time AVR 1	Night-time AVR 3	Day-time Cumulative AV1
1 – Melrose Road	N/A	N	N	N	N	Y	N	Y	N	N
2 – Commercial Road	N/A	N	N	N	N	Y	N	Y	N	N
3 – Regent Road	39	N	N	N	N	Y	Y	N	N	Y
4 – Everton Valley/ St Domingo Road junction	N/A	N	N	N	N	Y	N	Y	N	N
5 – Blackstone Street	40	N	N	Y	N	Y	Y	N	N	Y

Viewpoint (VP) Ref on LSK.04	VP Ref in Liverpool Waters LVIA	Distant View to WHS	General View within WHS	General View with Focal Point in WHS	Key Landmark Building	Within ZTV coverage	Day-time AVR 3	Day-time AVR 1	Night-time AVR 3	Day-time Cumulative AV1
6 – Boundary Street	N/A	N	N	Y	N	Y	Y	N	Y	Y
7 – Everton Park	25	Y	N	N	N	Y	Y	N	Y	Y
8 – Bascule Bridge	44	N	N	N	Y	Y	Y	N	N	Y
9 – Waterloo Road	N/A	N	N	Y	N	Y	Y	N	N	Y
10 – Tunnel vent on Waterloo Road	31	N	N	N	N	Y	N	Y	N	N
11 – Waterloo Warehouse/ Waterloo Road	30	N	N	N	Y	Y	N	Y	N	N
12 – Great Howard Street/ Old Hall Street junction	27	N	N	Y	Y – in immediate vicinity	Y	N	Y	N	N
13 – Princes Parade	N/A	N	N	N – although view towards	N	Y	N	Y	N	N

**A100795: Bramley-Moore Dock**  
**Methodology for Accurate Visual Representations and Analysis of Key Viewpoints**  
**December 2019**

Viewpoint (VP) Ref on LSK.04	VP Ref in Liverpool Waters LVIA	Distant View to WHS	General View within WHS	General View with Focal Point in WHS	Key Landmark Building	Within ZTV coverage	Day-time AVR 3	Day-time AVR 1	Night-time AVR 3	Day-time Cumulative AV1
				the site available in opposite direction to that within SPD						
14 – Princes Dock footbridge	N/A	N	N	N	N	Y	N	Y	N	N
15 – New Quay	N/A	N	N	N	Y	Y	N	Y	N	N
16 – Pier Head Ferry Terminal	N/A	N	N	N	N	Y	N	Y	N	N
17 – Georges Pier Head	In the vicinity of 17	N	N	N	Y	N	N	Y	N	N
18 – Pier Head Plaza	In the vicinity of 16	N	N	N	Y	N	N	Y	N	N

Viewpoint (VP) Ref on LSK.04	VP Ref in Liverpool Waters LVIA	Distant View to WHS	General View within WHS	General View with Focal Point in WHS	Key Landmark Building	Within ZTV coverage	Day-time AVR 3	Day-time AVR 1	Night-time AVR 3	Day-time Cumulative AV1
19 – Salthouse Quay	13	N	N	Y	N	N	N	Y	N	N
20 – Albert Dock	11	N	N	Y	Y	N	N	Y	N	N
21 – Woodside Ferry Terminal	4	Y	N	N	N	Y	N	Y	N	N
22 – Seacombe Ferry Terminal	N/A	N	N	N	N	Y	N	Y	N	N
23 – Wallasey Town Hall	In the vicinity of 3	Y	N	N	N	Y	Y	N	Y	Y
24 – Magazine Promenade	2	Y	N	N	N	Y	Y	N	Y	Y
25 – Fort Perch Rock	1	N	N	N	N	Y	N	Y	N	N
26 – Trafalgar Dock	N/A	N	N	N	Y	Y	Y	N	Y	Y

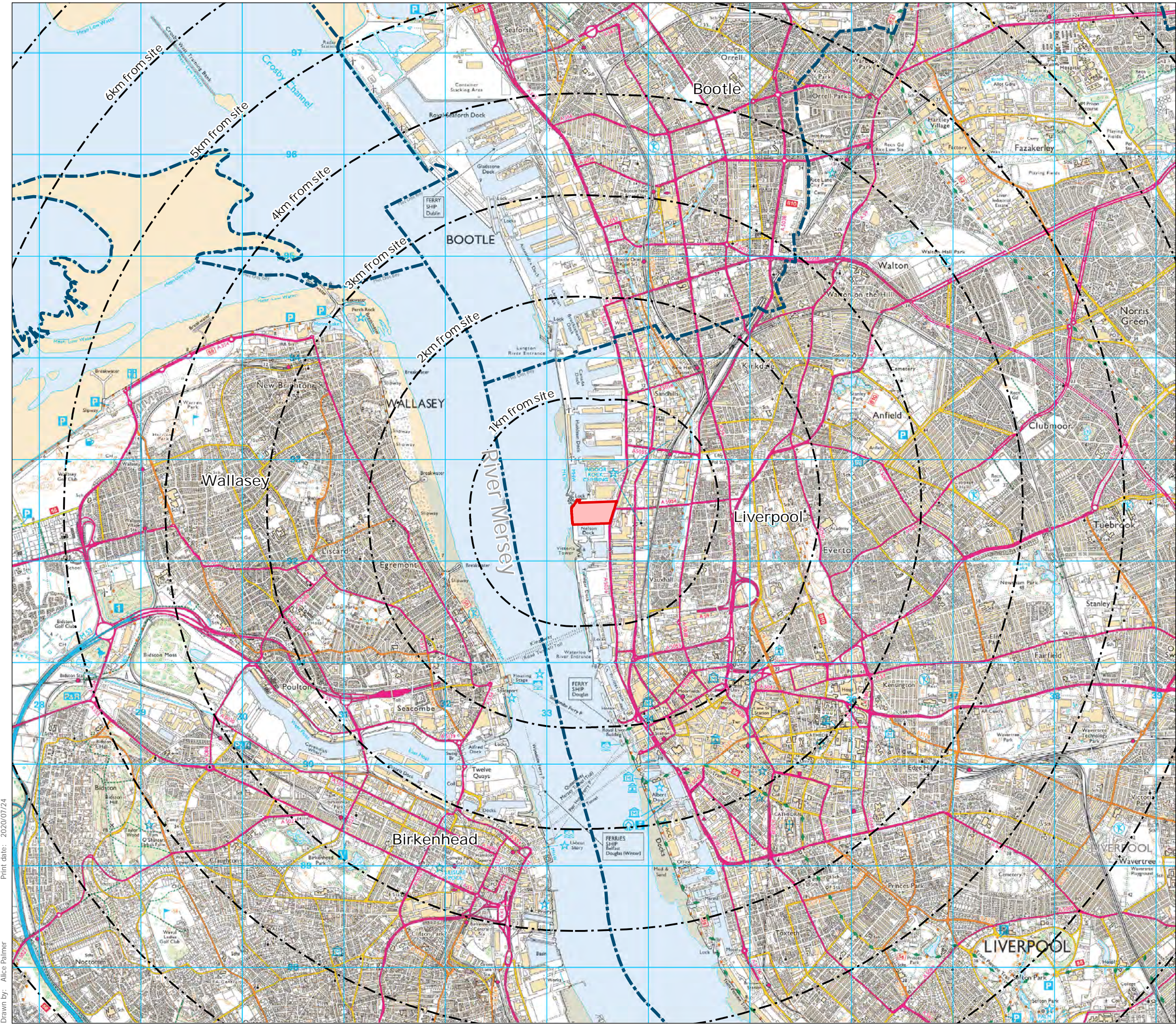
Viewpoint (VP) Ref on LSK.04	VP Ref in Liverpool Waters LVIA	Distant View to WHS	General View within WHS	General View with Focal Point in WHS	Key Landmark Building	Within ZTV coverage	Day-time AVR 3	Day-time AVR 1	Night-time AVR 3	Day-time Cumulative AV1
27 – South- Western edge of Trafalgar Dock	N/A	N	N	N	N	Y	Y	N	N	Y
28 – Alexandra Tower	N/A	N	N	N	N	Y	N	Y	N	N
29 – Bidston Hill	5	Y	N	N	N	Y	N	Y	N	N
30 – Anglican Cathedral	In vicinity of VP7	Y	Y	N	Y	N	N	Y	N	N
31 – Metropolitan Cathedral of Christ the King	N/A	Y	Y	N	Y	N	N	Y	N	N
32 – Holt Hill	N/A	Y	N	N	N	Y	N	Y	N	N








### **Appendix 3. Figures**





**Key**

-  Site Boundary
-  1km buffers from site
-  District boundaries

**Revision**

Revision	Description	Date
A	OS base updated	24/07/20

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Scale @ A3 - 1:35,000

A100795 LA01[A] Site Location.mxd

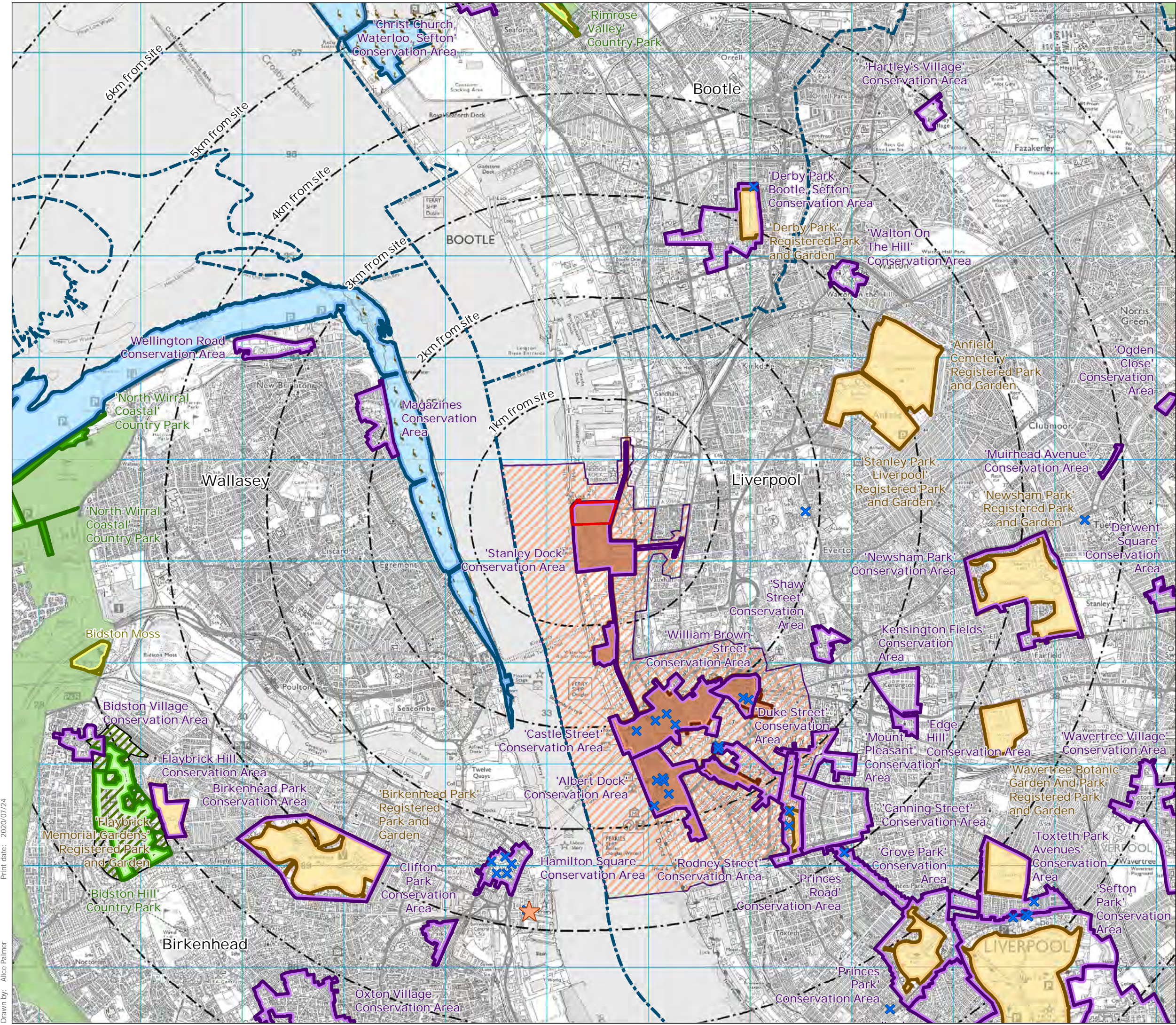
5th Floor, Longcross Court, 47 Newport Road, Cardiff CF24 0AD  
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North  
July 2020

Print date: 2020/07/24  
Drawn by: Alice Palmer





**Key**

- Site Boundary
- 1km buffers from site
- District boundaries

**Landscape Designations and Policies :**

- Area of Special Landscape Value
- Country Parks
- Green Belt

**Heritage Designations :**

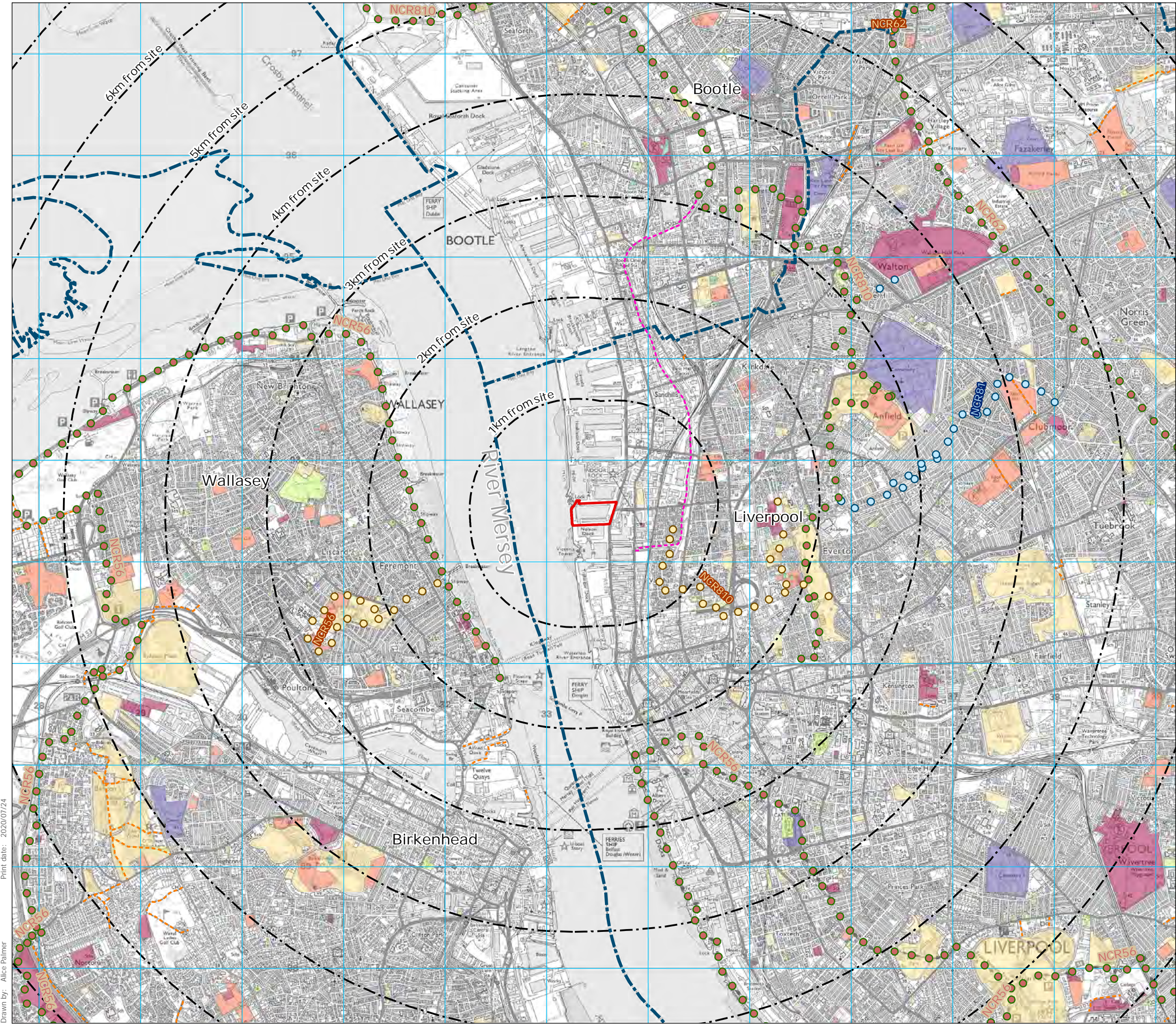
**'Maritime Mercantile City' World Heritage Site**

- Core Area
- Buffer Zone
- Scheduled Monuments
- Conservation Areas
- Grade I Listed Building
- Registered Parks And Gardens




**Biodiversity Designations :**

- 'Mersey Narrows and North Wirral Foreshore' Ramsar Site, Special Protection Area (SPA) and Site of Special Scientific Interest (SSSI)
- Local Nature Reserve
- 'Mersey Estuary' Important Bird Area
















**Key**

-  Site Boundary
-  1km buffers from site
-  District boundaries

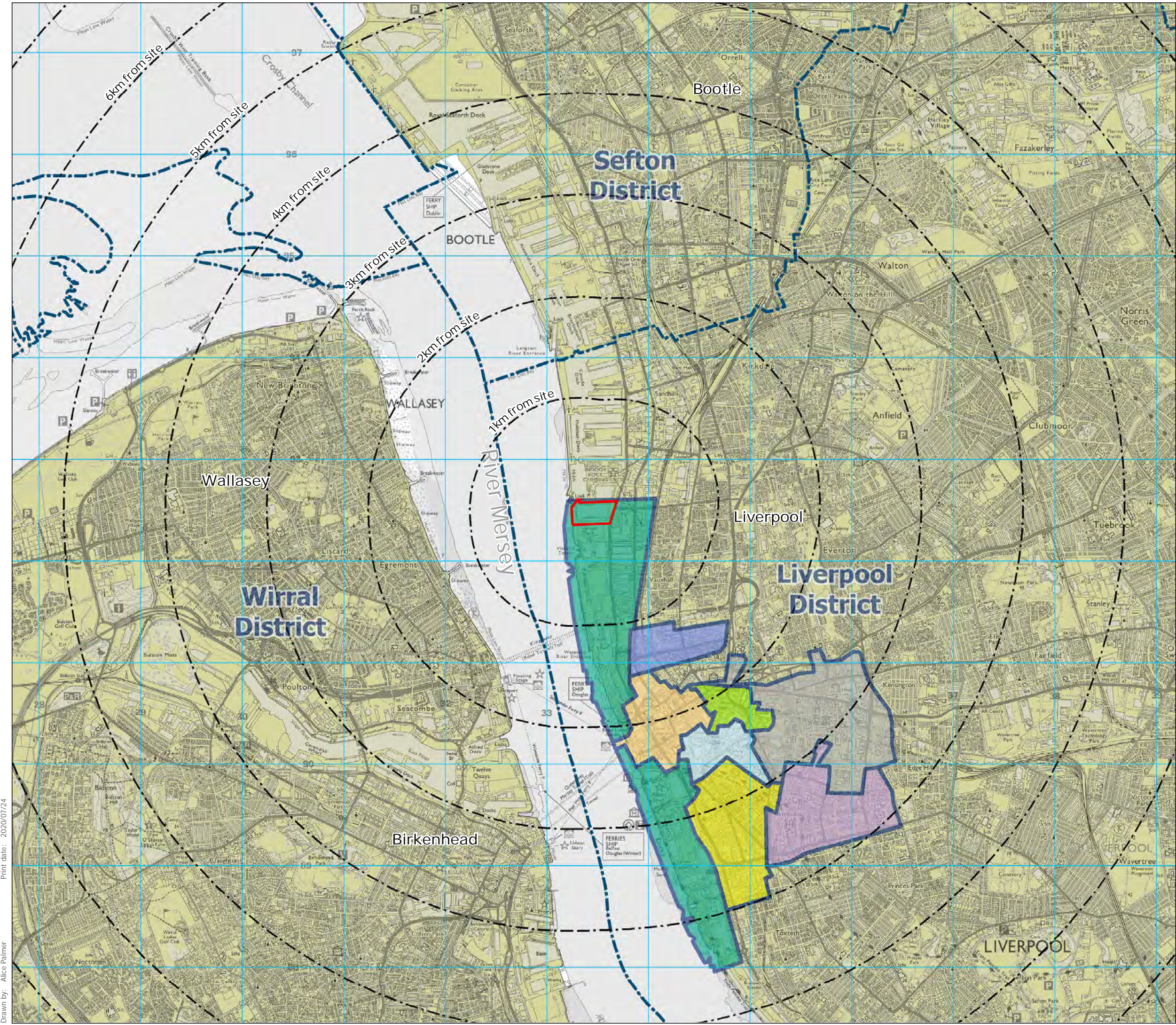
**Cycle Routes**

-  National Cycle Route
-  Link to NCR
-  Regional Cycle Route
-  Public Rights of Way
-  Canal Towpath

**Public spaces**

-  Other Sports Facility
-  Playing Field
-  Public Park Or Garden
-  Religious Grounds
-  Play Space
-  Cemetery





Key

Site Boundary

1km buffers from site

District boundaries

Liverpool City Centre Character Areas:

Knowledge Quarter

Main Office Area

Main Retail Area

Pumpfields

St George's Quarter

The Creative Quarter

The Cultural Quarter

The Waterfront & It's Fringes

National Character Areas :

NCA58 - Merseyside Conurbation

Revision

A

OS base updated

24/07/20

0 250 500 1,000 1,500 m

Scale @ A3 - 1:35,000

A100795 LA04-1[A] Landscape Character.mxd July 2020

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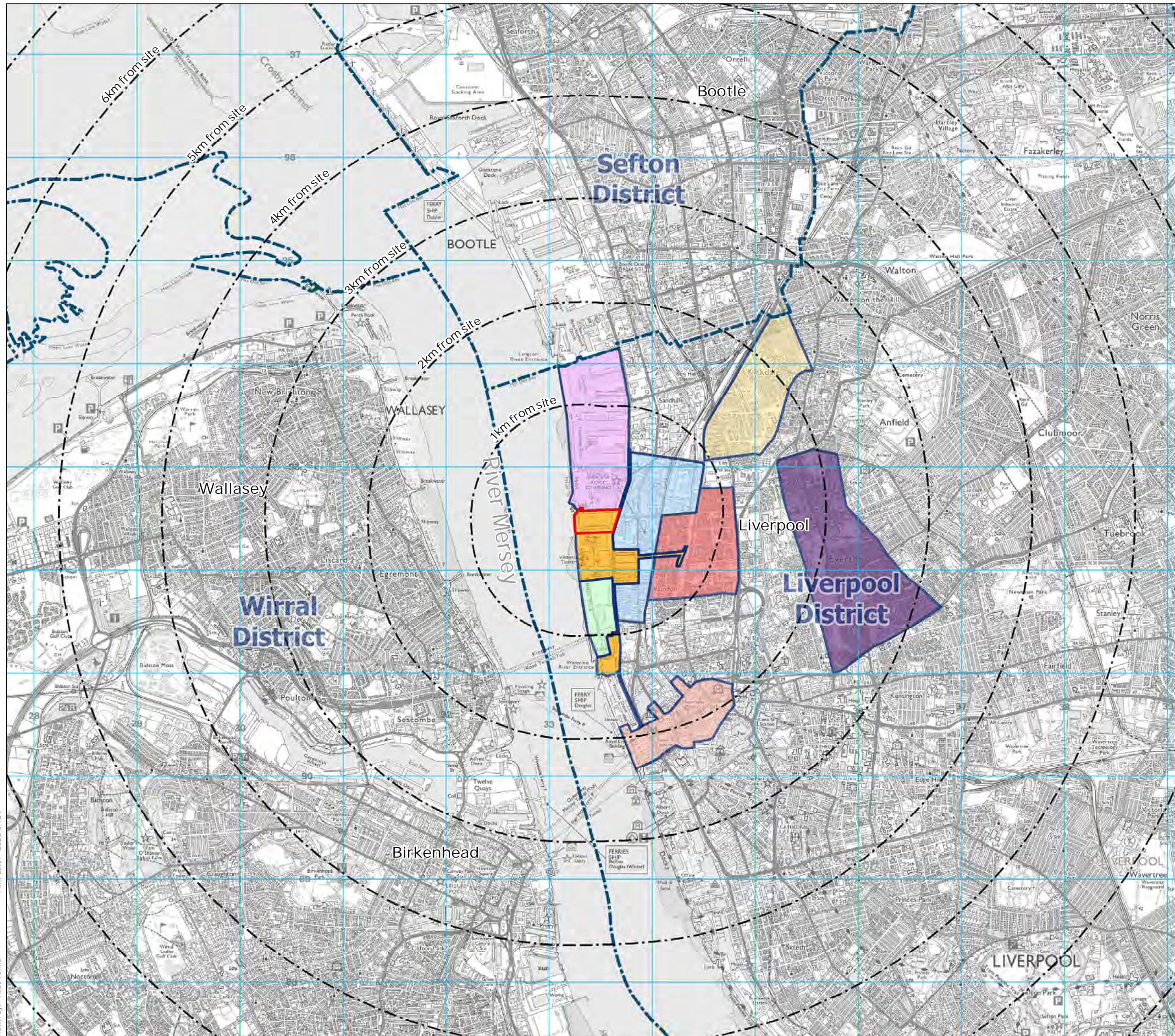
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Landscape LA.04-2<sub>[A]</sub>  
Character  
WHS SPD and Site  
Specific




-  Site Boundary
-  1km buffers from site
-  District boundaries

WHS SPD Character Areas







Character Area 3

-  Stanley Dock Conservation Area

Character Area 4

-  Castle Street Conservation Area

Site Specific Character Areas

-  Everton
-  Industrial Docks
-  Kirkdale
-  Residential Docks
-  Ten Streets & Wellington Park
-  Vauxhall

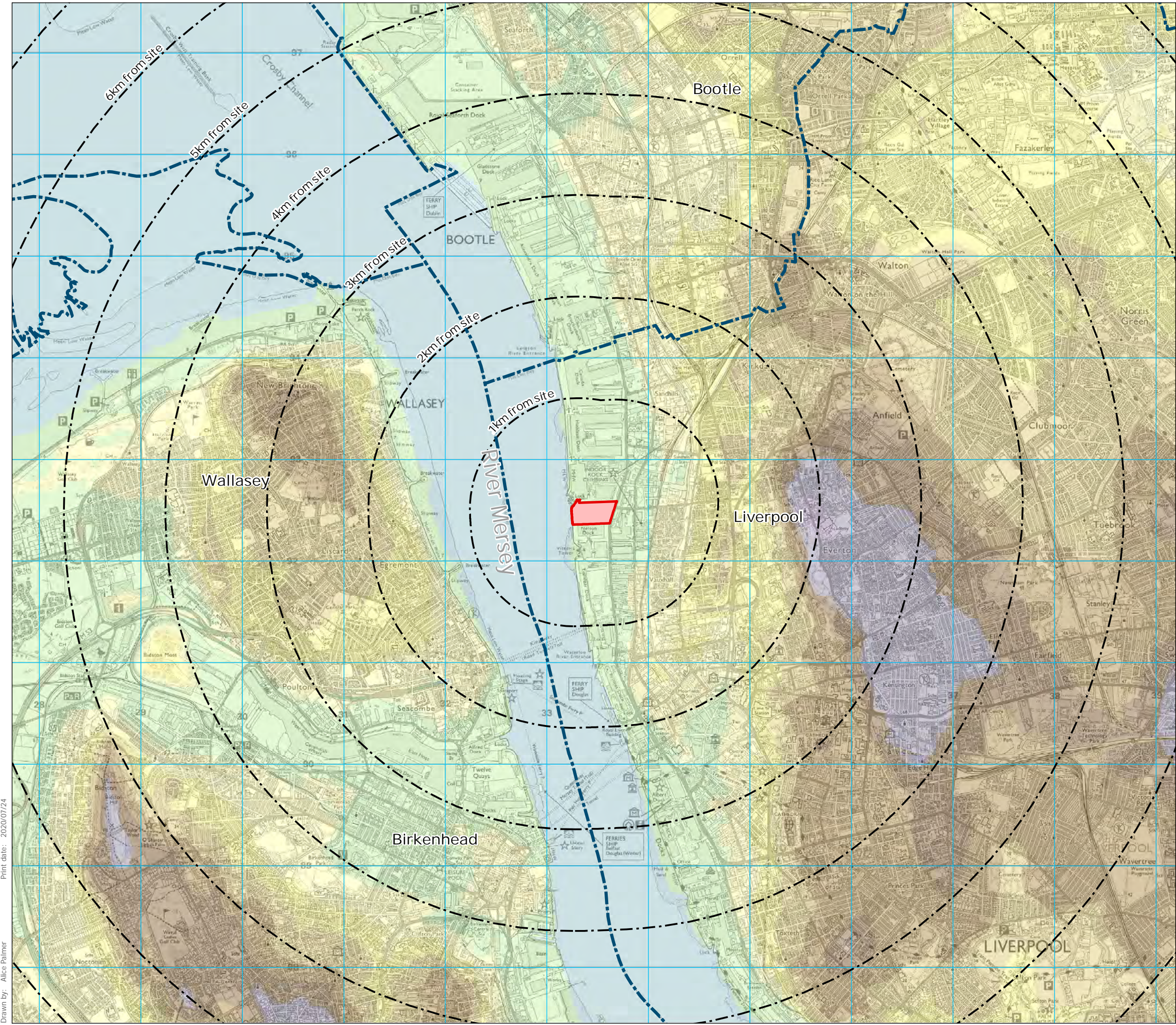
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









Key

 Site Boundary

 1km buffers from site

 District boundaries

Topography @10m intervals

	-10 - 0		40 - 50
	0 - 10		50 - 60
	10 - 20		60 - 70
	20 - 30		70 - 80
	30 - 40		80 - 90

Revision

A OS base updated

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Scale @ A3 - 1:35,000

A100795 LA05[A] Topography.mxd

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North

July 2020





The People's  
Project

Visual and  
Sensual Appraisal  
Site Context

LA. 06[A]



Key

- Site Boundary
- Link to NCR 810
- Heritage Designations :
  - 'Maritime Mercantile City' World Heritage Site
- Core Area
- Buffer Zone
- Conservation Areas
- Primary wind directions

Revision  
A Base Imagery updated 24/07/20

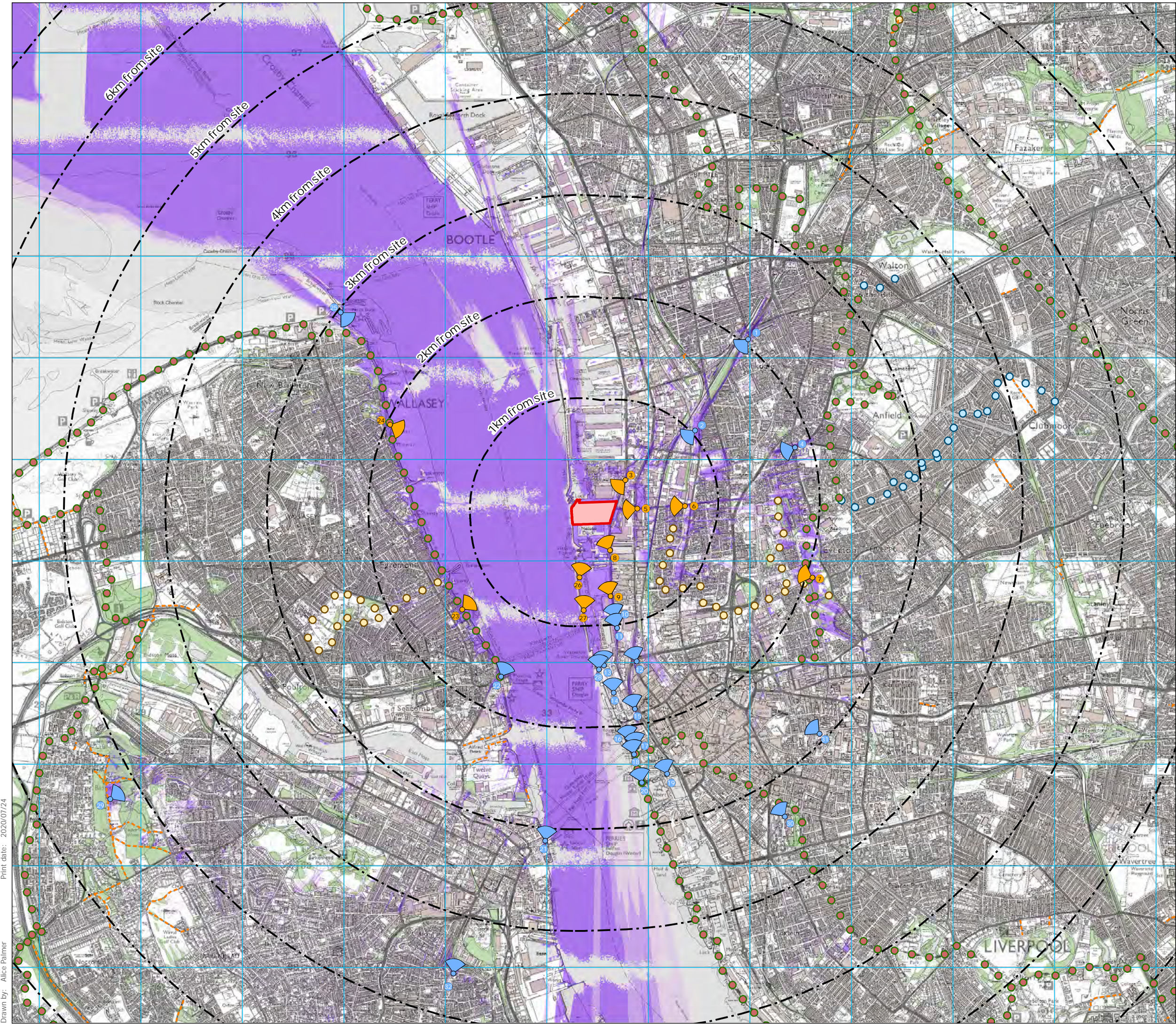
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A100795 LA06[A] Site Context.mxd July 2020

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








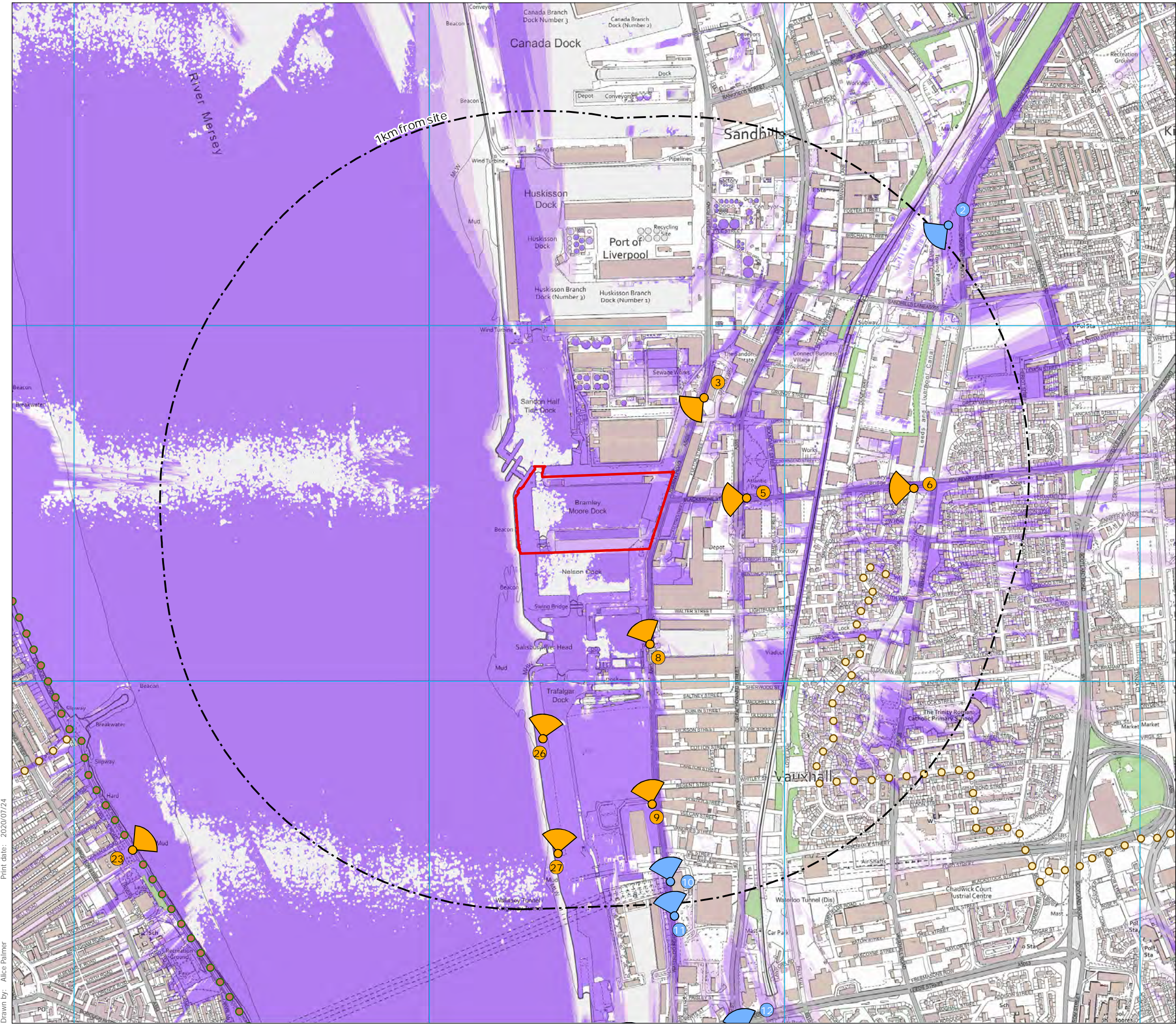
The People's  
Project

Zone of  
Theoretical  
Visibility

LA.07-1 [A]

- Key**
-  Site Boundary
  -  1km buffers from site
  - Zone of Theoretical Visibility
  - Ground model: 1m LiDAR DSM
  -  Low visibility
  -  Moderate visibility
  -  High visibility
  -  Buildings
  -  Woodland
  -  Public Rights of Way
  -  National Cycle Route
  -  Link to NCR
  -  Regional Cycle Route
  -  Wireline (AVR1) viewpoints
  -  Photomontage (AVR3) viewpoints





The People's  
Project

Zone of  
Theoretical  
Visibility

Max development  
height of 52.3m AOD

LA.07-2<sup>[A]</sup>

**Key**

- Site Boundary
- 1km buffers from site
- Zone of Theoretical Visibility
- Ground model: 1m LiDAR DSM
- Low visibility
- Moderate visibility
- High visibility
- Buildings
- Woodland
- National Cycle Route
- Link to NCR
- Wireline (AVR1) viewpoints
- Photomontage (AVR3) viewpoints





**Appendix 4 – Outstanding Universal Values of the World Heritage Site of the Maritime Mercantile City of Liverpool**

## **Outstanding Universal Values of the World Heritage Site of the Maritime Mercantile City of Liverpool**

### **Brief synthesis**

Located at the tidal mouth of the river Mersey where it meets the Irish Sea, the maritime mercantile City of Liverpool played an important role in the growth of the British Empire. It became the major port for the mass movement of people, including slaves and emigrants from northern Europe to America. Liverpool was a pioneer in the development of modern dock technology, transport systems and port management, and building construction.

Six areas in the historic centre and docklands of Liverpool bear witness to the development of one of the world's major trading centres in the 18th, 19th and early 20th centuries. A series of significant commercial, civic and public buildings lie within these areas, including the Pier Head, with its three principal waterfront buildings - the Royal Liver Building, the Cunard Building, and Port of Liverpool Building; the Dock area with its warehouses, dock walls, remnant canal system, docks and other facilities related to port activities; the mercantile area, with its shipping offices, produce exchanges, marine insurance offices, banks, inland warehouses and merchants houses, together with the William Brown Street Cultural Quarter, including St. George's Plateau, with its monumental cultural and civic buildings.

Liverpool - Maritime Mercantile City reflects the role of Liverpool as the supreme example of a commercial port at the time of Britain's greatest global influence. Liverpool grew into a major commercial port in the 18th century, when it was also crucial for the organisation of the trans-Atlantic slave trade. In the 19th century, Liverpool became a world mercantile centre for general cargo and mass European emigration to the New World. It had major significance on world trade as one of the principal ports of the British Commonwealth. Its innovative techniques and types of dock, dock facilities and warehouse construction had worldwide influence. Liverpool was instrumental in the development of industrial canals in the British Isles in the 18th century, and of railway transport in the 19th century. All through this period, and particularly in the 19th and early 20th centuries, Liverpool gave attention to the quality and innovation of its architecture and cultural activities. To this stand as testimony its outstanding public buildings, such as St. George's Hall, and its museums. Even in the 20th century, Liverpool has made a lasting contribution, remembered in the success of The Beatles, who were strongly influenced by Liverpool's role as an international port city, which exposed them to seafarers, culture and music from around the world, especially America.

**Criterion (ii):** Liverpool was a major centre generating innovative technologies and methods in dock construction and port management in the 18th, 19th and early 20th centuries. It thus contributed to the building up of the international mercantile systems throughout the British Commonwealth.

**Criterion (iii):** The city and the port of Liverpool are an exceptional testimony to the development of maritime mercantile culture in the 18th, 19th and early 20th centuries, contributing to the building up of the British Empire. It was a centre for the slave trade, until its abolition in 1807, and for emigration from northern Europe to America.

**Criterion (iv):** Liverpool is an outstanding example of a world mercantile port city, which represents the early development of global trading and cultural connections throughout the British Empire.

## Integrity

The key areas that demonstrate Outstanding Universal Value in terms of innovative technologies and dock construction from the 18th to the early 20th century and the quality and innovation of its architecture and cultural activities are contained within the boundaries of the six areas forming the property. The major structures and buildings within these areas are generally intact although some such as Stanley Dock and associated warehouses require conservation and maintenance. The historic evolution of the Liverpool street pattern is still readable representing the different periods, with some alteration following the destruction of World War II.

There has been some re-development on sites previously redeveloped in the mid-late 20th century or damaged during World War II, for example at Mann Island and Chavasse Park, north and east of Canning Dock. All archaeology on these development sites was fully evaluated and recorded; archaeological remains were retained in situ where possible, and some significant features interpreted in the public domain. A new visitor centre has been opened at the north east corner of Old Dock, which has been conserved and exposed after being buried for almost 200 years. The production and adoption of design guidance minimizes the risks in and around the WH property that future development might adversely affect architectural quality and sense of place, or reduce the integrity of the docks.

## Authenticity

Within the property, the major dock structures, and commercial and cultural buildings still testify to the Outstanding Universal Value in terms of form and design, materials, and to some extent, use and function. Warehouses at Albert Dock have been skillfully adapted to new uses. Some new development has been undertaken since inscription and has contributed to the city's coherence by reversing earlier fragmentation. No significant loss of historical authenticity has occurred, as the physical evidence of the City and its great past remain prominent and visible, and in some cases has been enhanced. The main docks survive as water-filled basins within the property and in the buffer