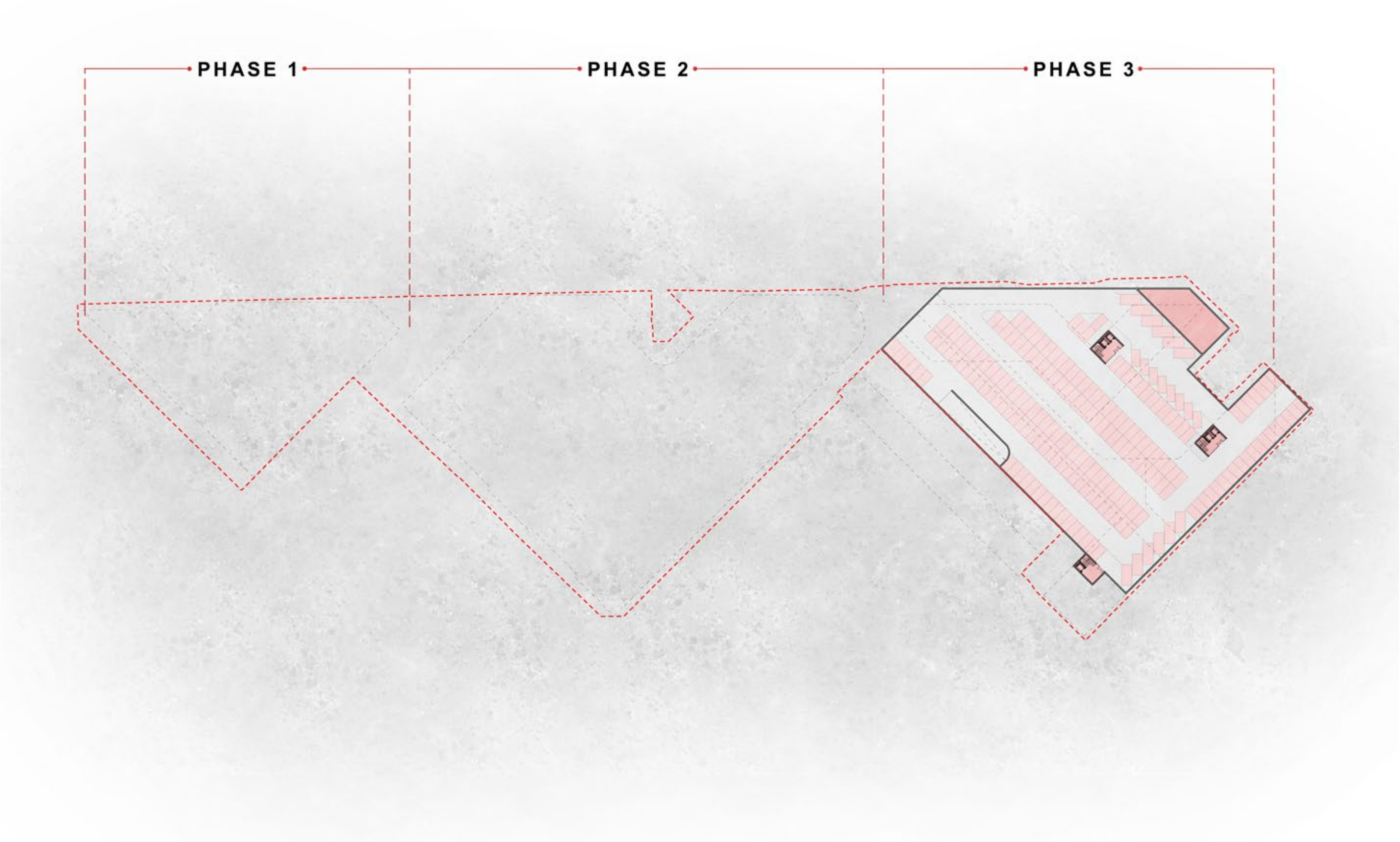


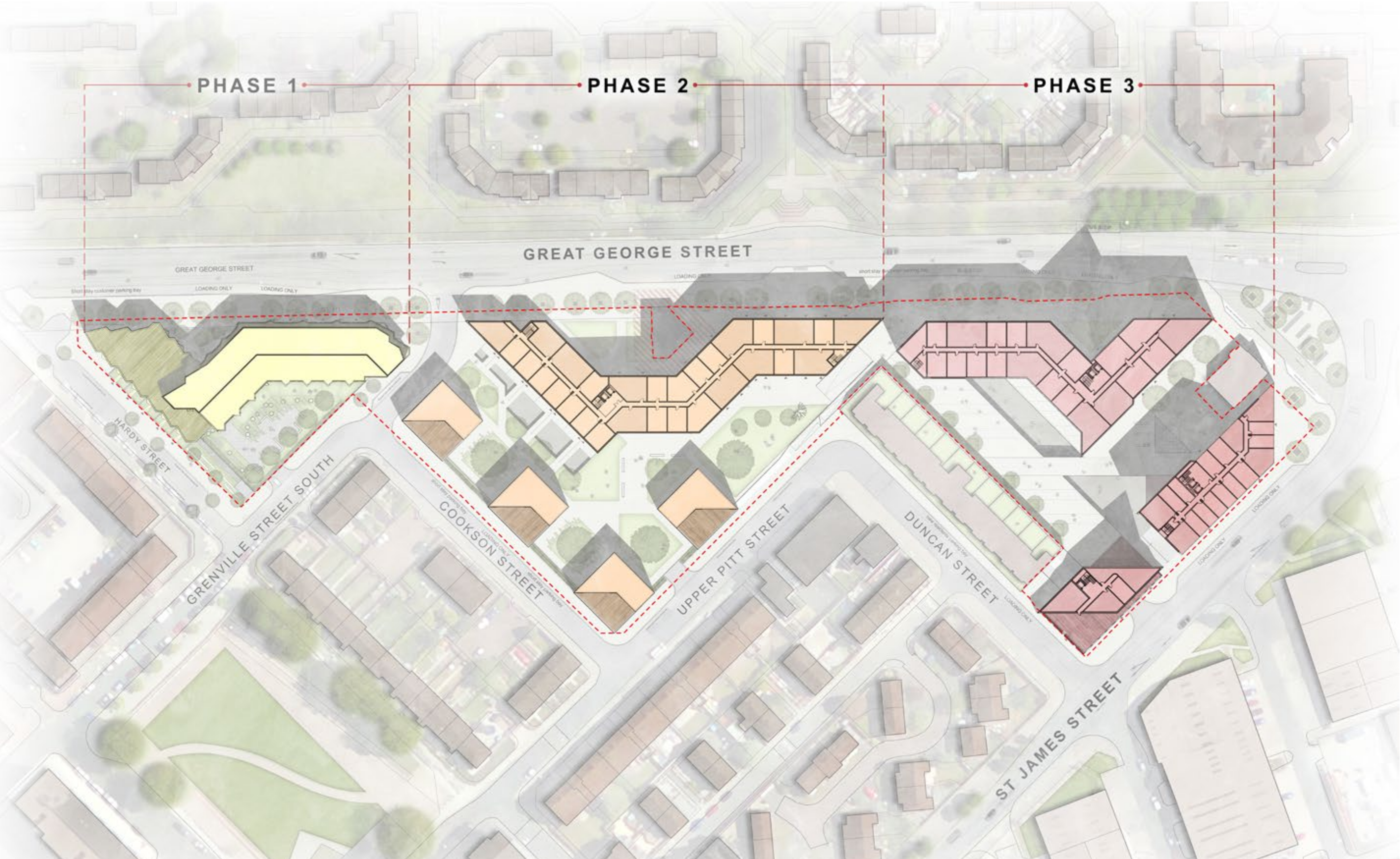
■ Sub level 2 - Parking in phase 2, subterranean street level in phase 3 NTS





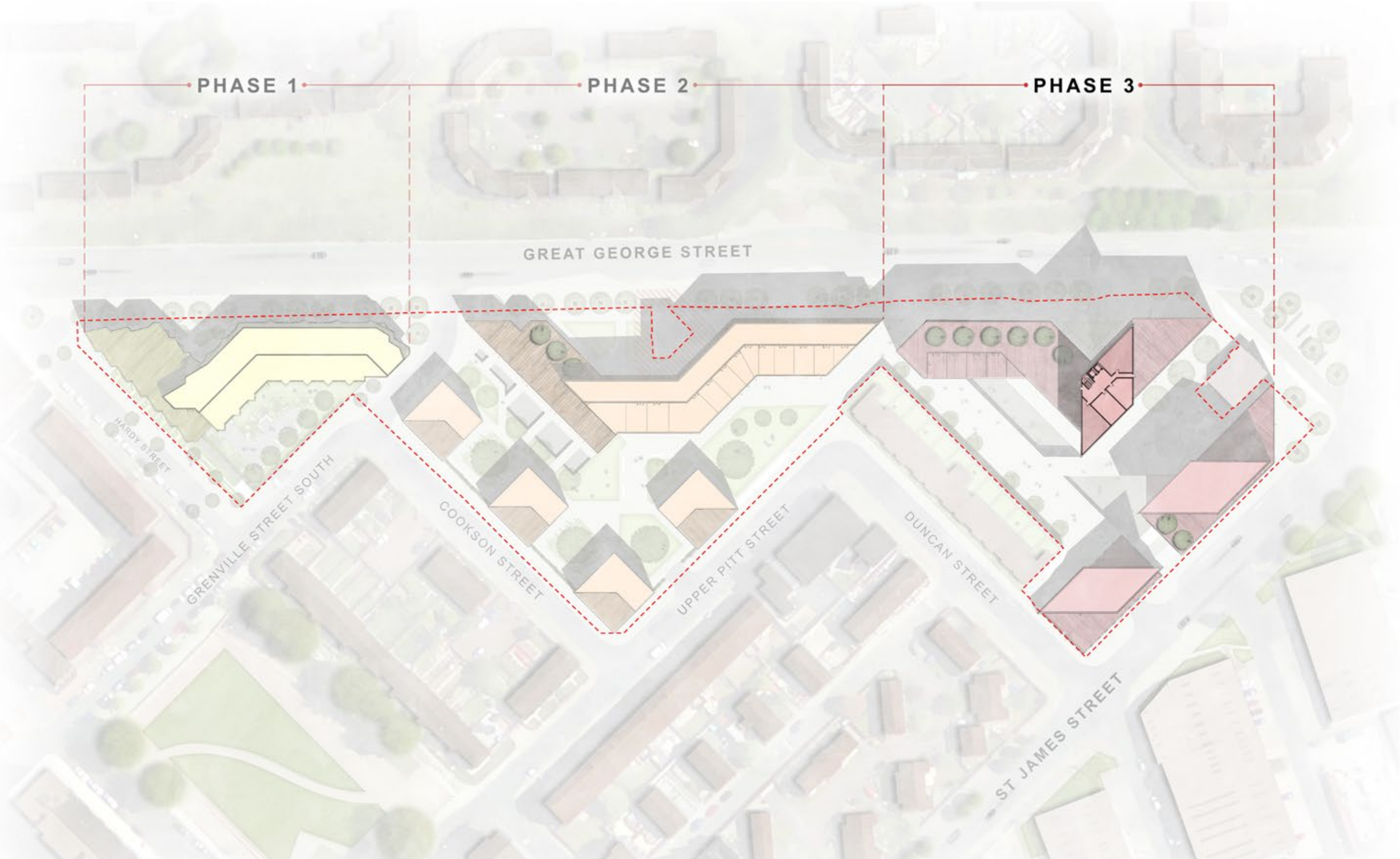
■ Sub level 3 - Parking in phase 3 NTS





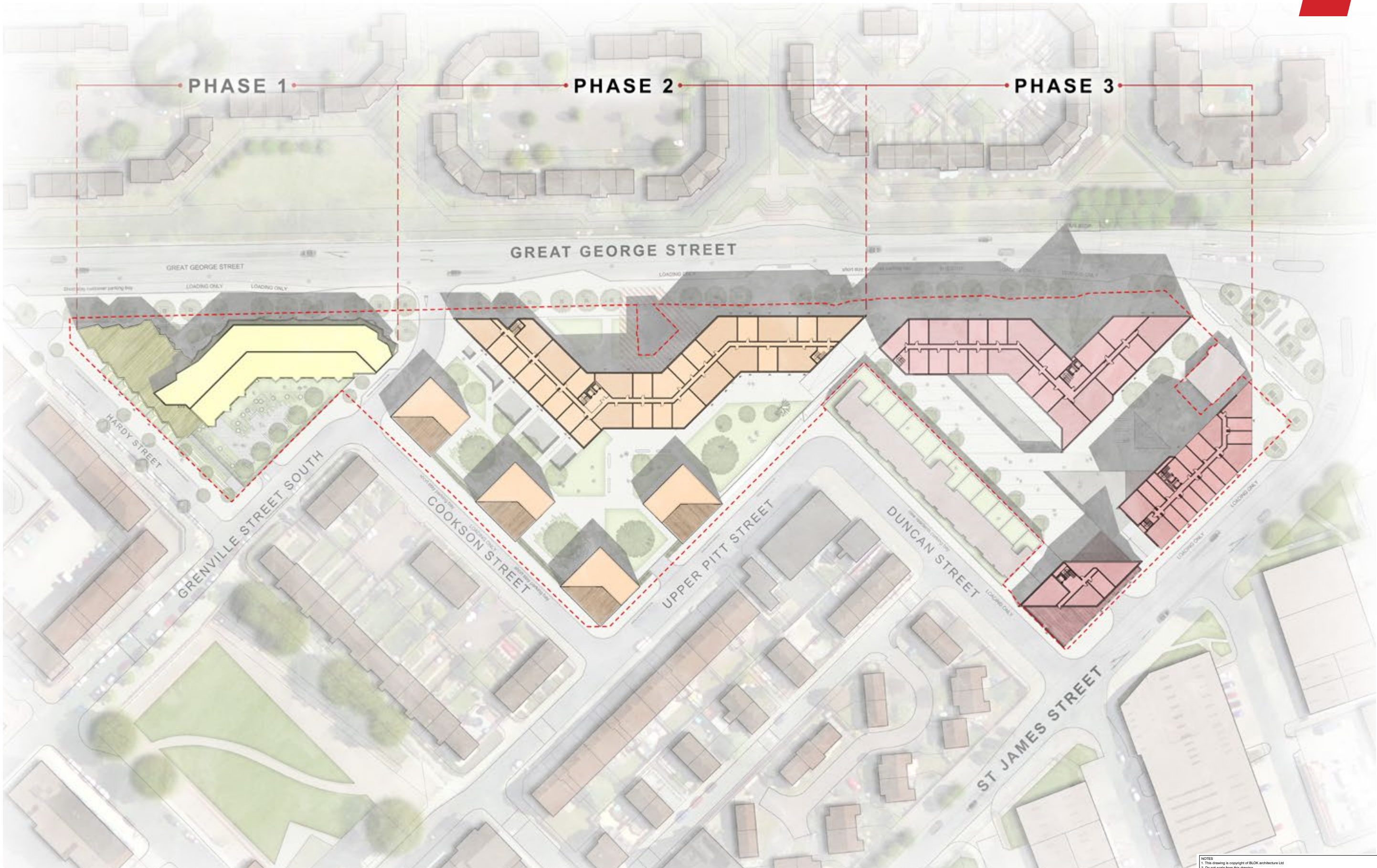
■ Eighth floor plan NTS





■ Seventeenth floor plan NTS





■ Roof floor plan NTS

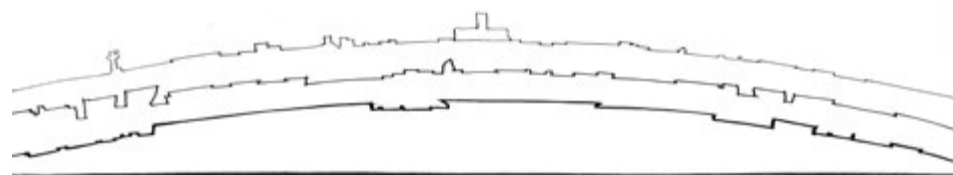


4.2 TIERING DIAGRAM

In response to the concerns raised by Historic England that Phase 3 of the development blocks the main body of the Cathedral from View Point 2, it is our assertion, supported in part by the Local Planning Authority, that the proposal is in keeping with the existing morphology of the cityscape.

In essence Liverpool when viewed from across the Mersey has a horizontal emphasis which is defined initially by the water front and is further enhanced by a series of terraced roof-scapes/horizontal datums - essentially forming a vast amphitheatre with vertical punctuations.

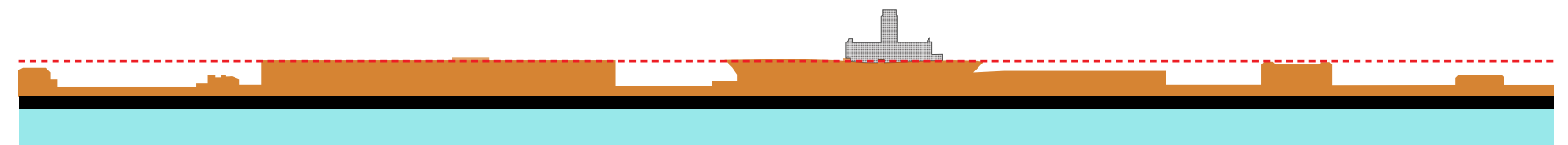
It is within these horizontal datums that the proposal sits within – each creating a level of tiering which culminates in the vertical thrust of the Anglican Cathedral promontory.



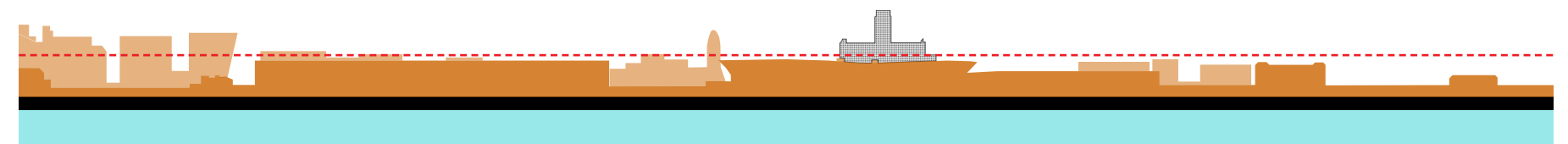
■ Horizontal Tiering of the Skyline



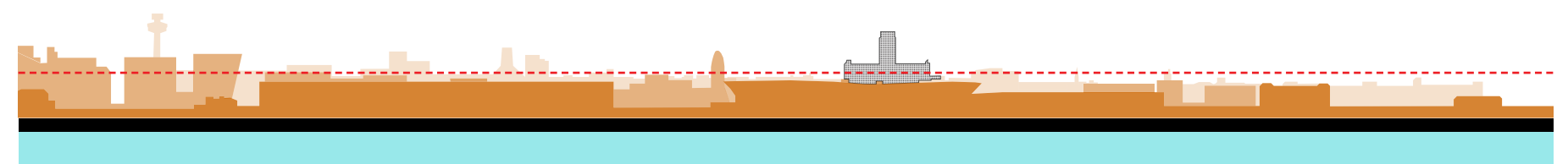
■ Visual Impact View from Woodside Ferry Terminal.



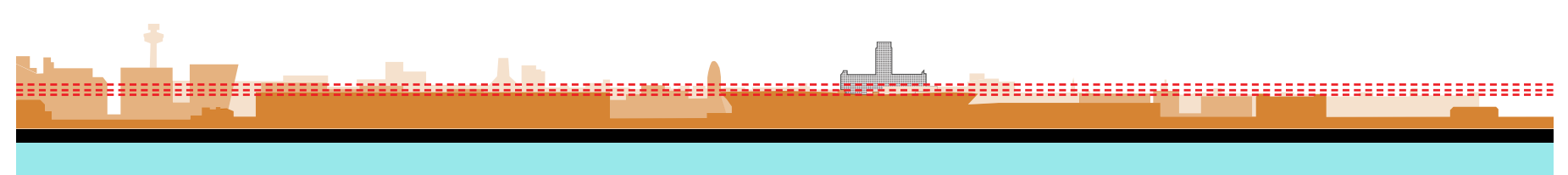
■ **Horizontal Layer 1:** Waterfront Foreground - low, horizontal emphasis - unbroken by vertical punctuations



■ **Horizontal Layer 2:** Raised Midground - a series of vertical punctuations - horizontal emphasis maintained



■ **Horizontal Layer 3:** Upper Background - further vertical punctuations - horizontal emphasis maintained

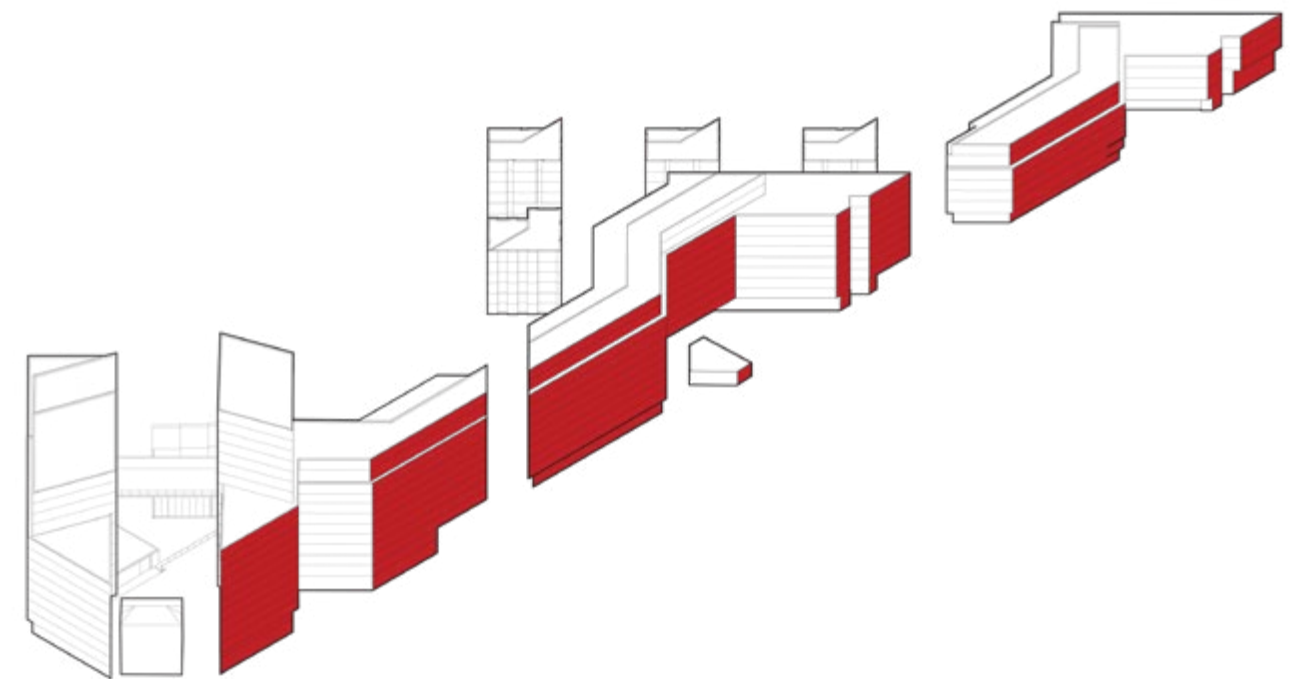
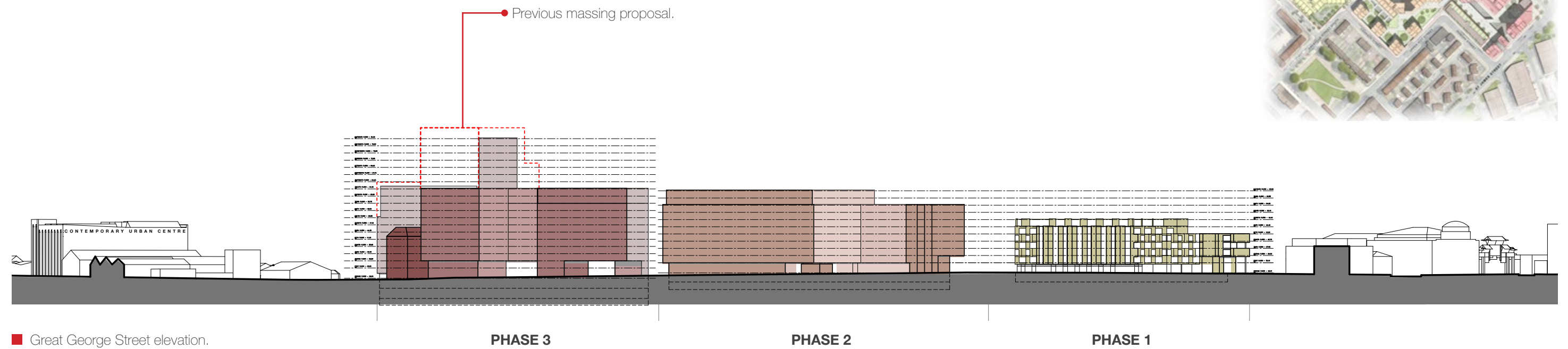


■ **Horizontal Layer 3:** Including Proposal - vertical punctuation of Phase 3 tower - horizontal emphasis unbroken with Phases 1 & 2

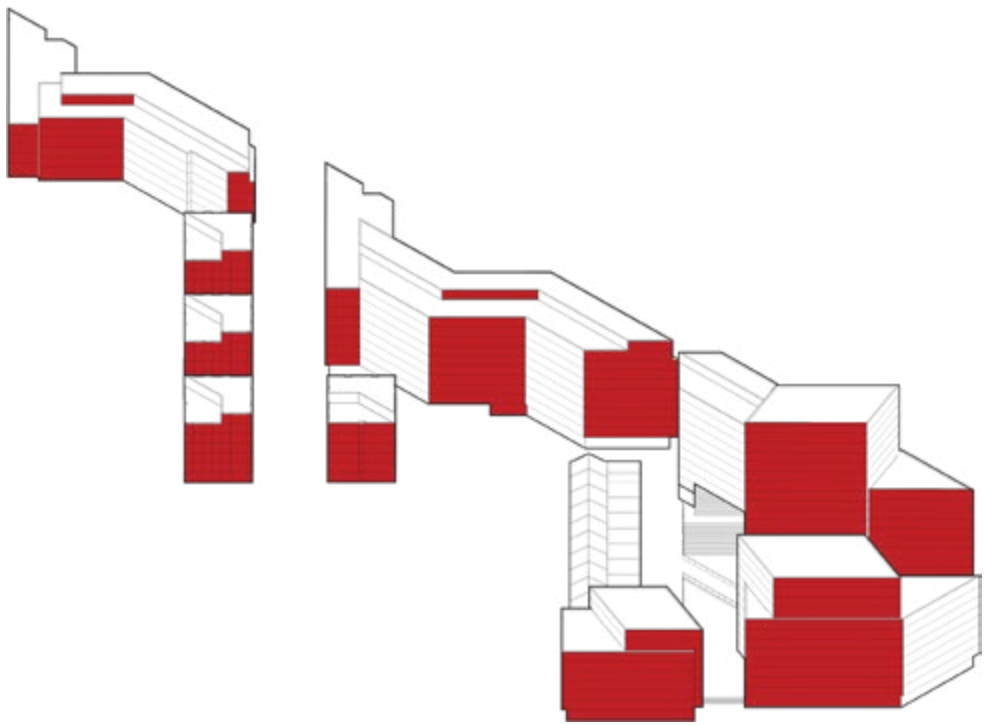
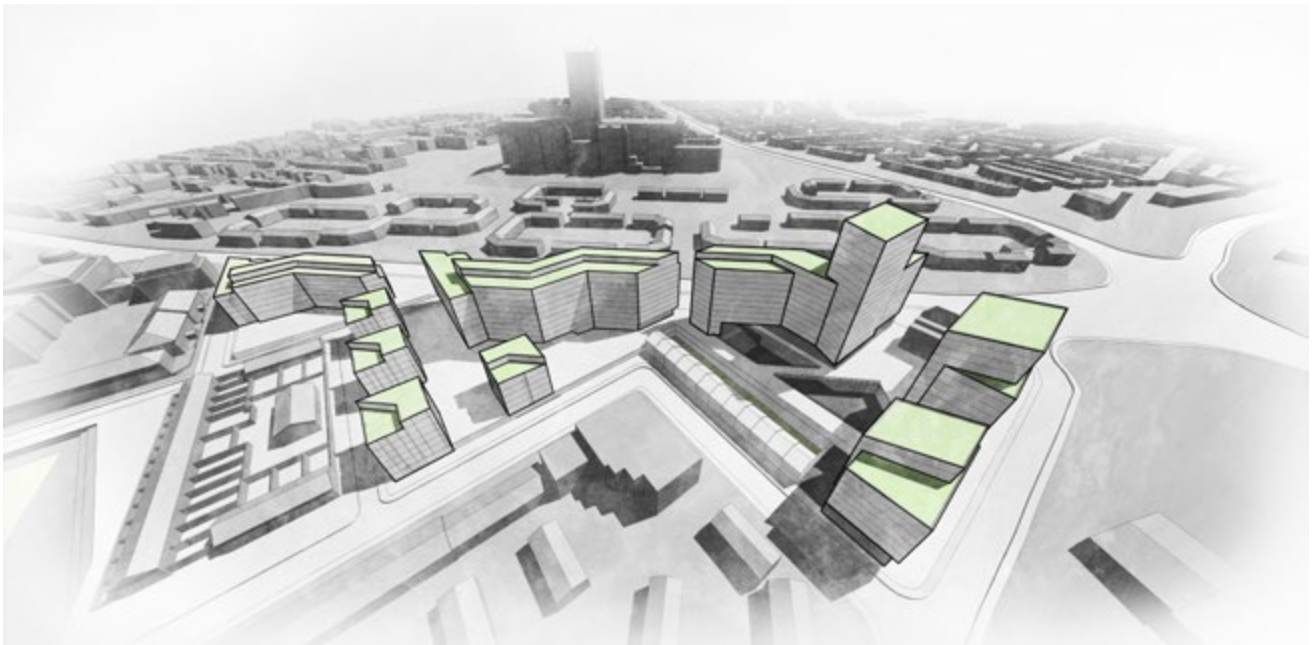
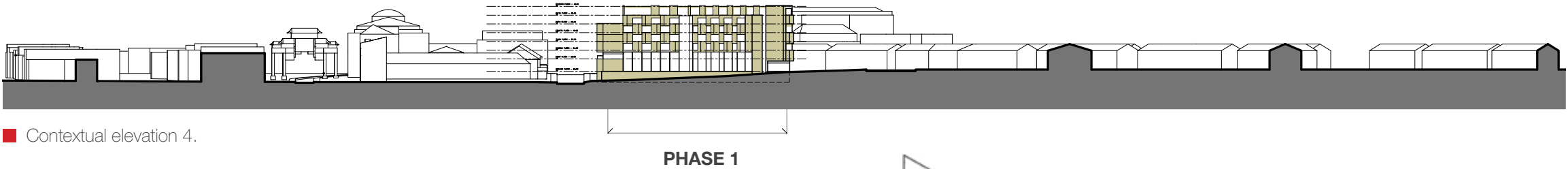
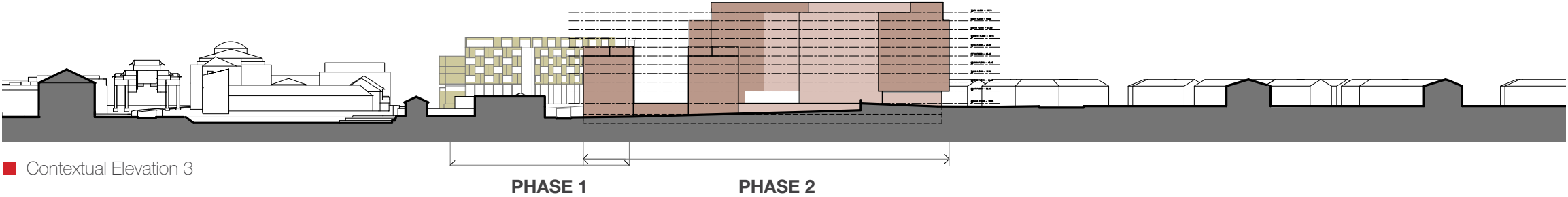
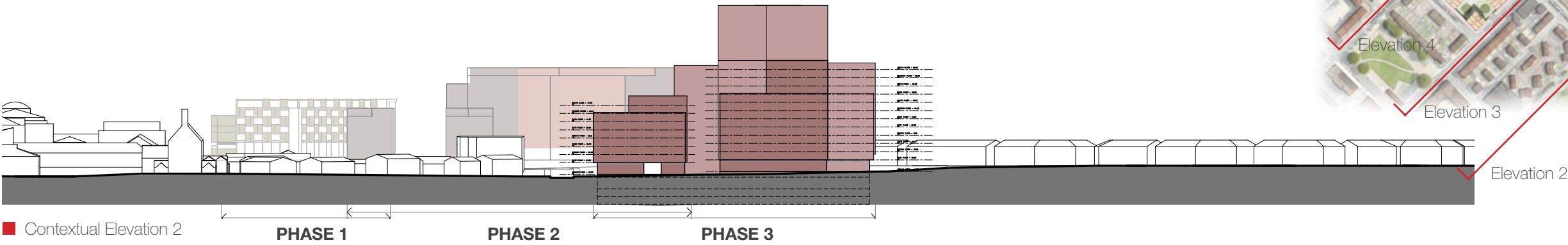


■ **Skyline Silhouette:** Including Proposal

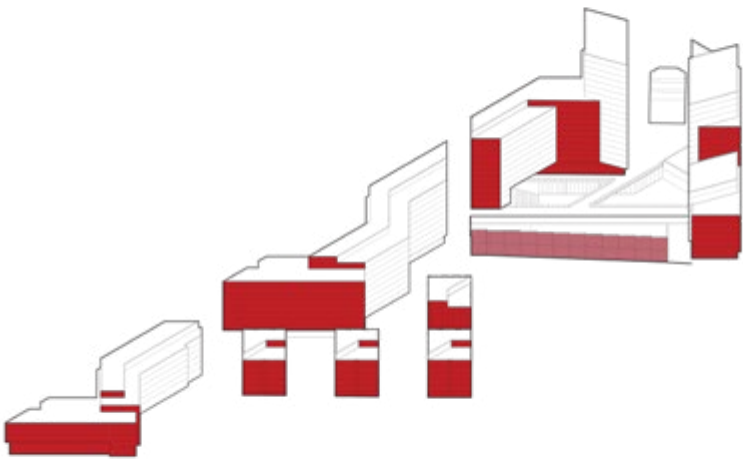
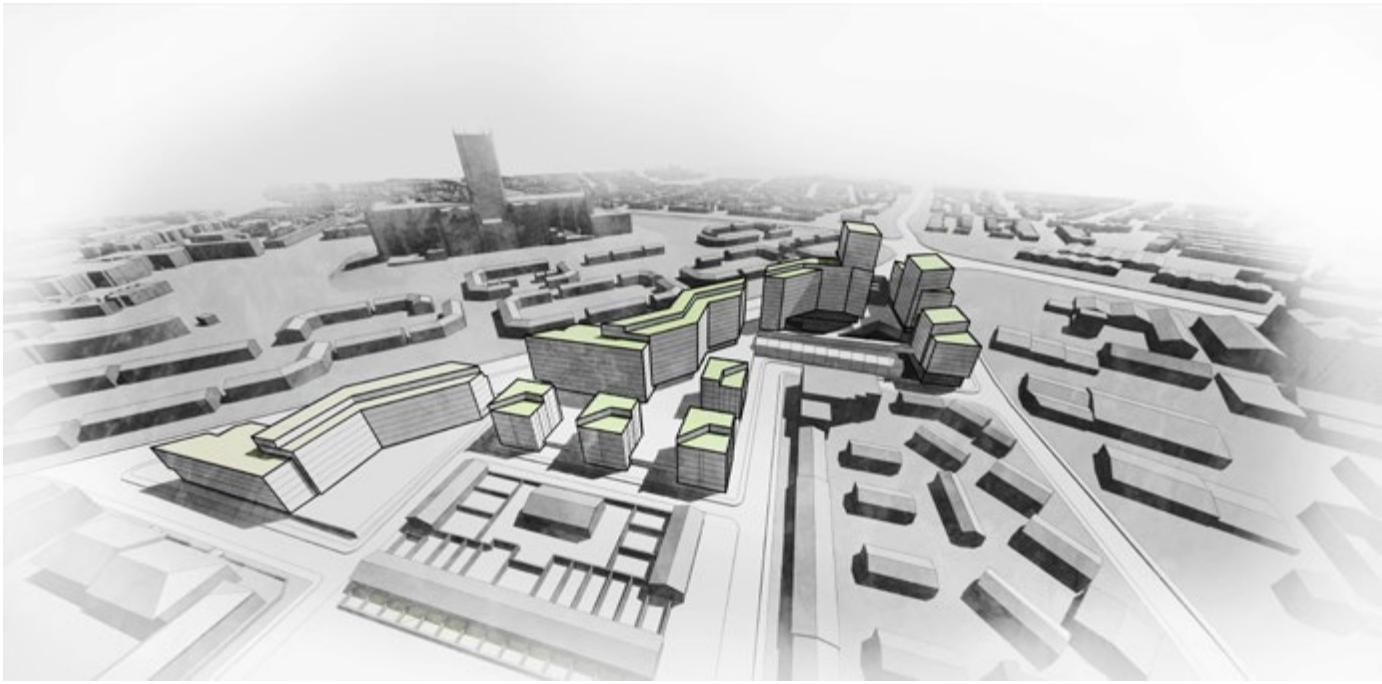
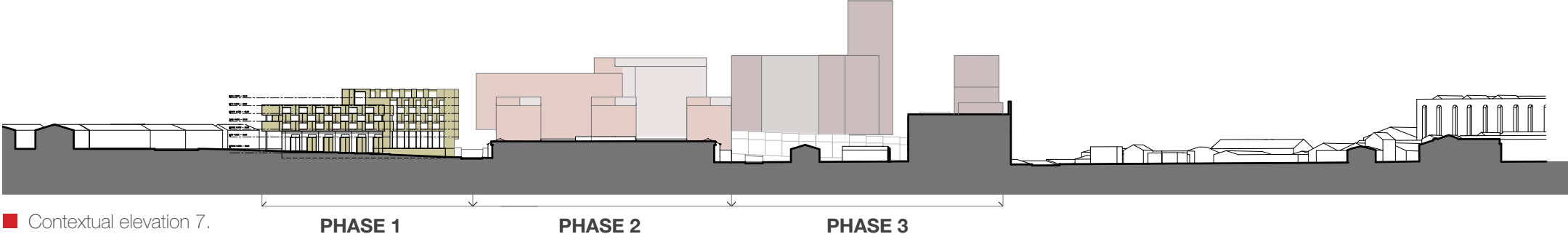
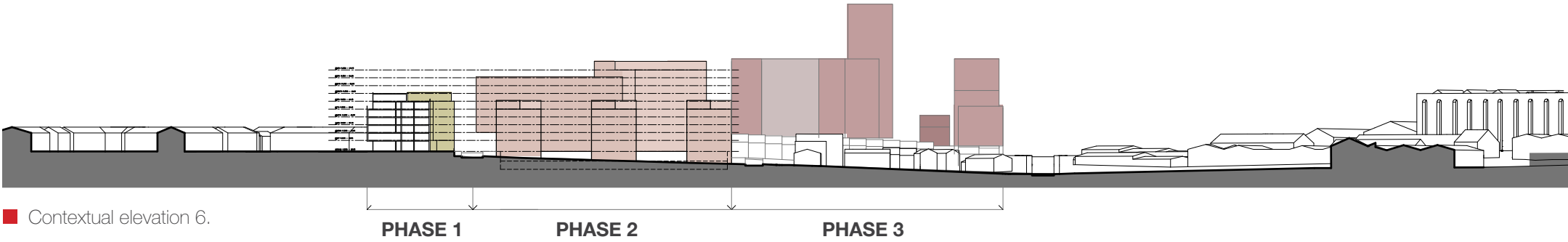
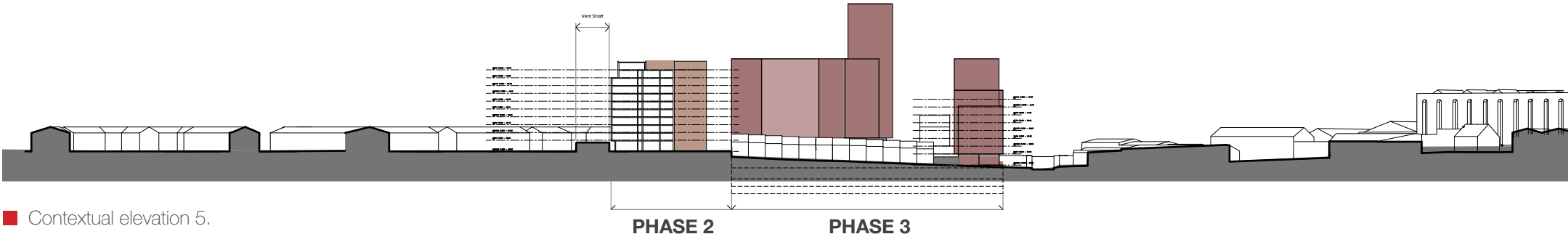
4.3.1: CONTEXT ELEVATIONS (NOT TO SCALE)



4.3.2: CONTEXT ELEVATIONS (NOT TO SCALE)



4.3.3: CONTEXT ELEVATIONS



4.4.1: REVISED VISUAL IMPACT STUDY

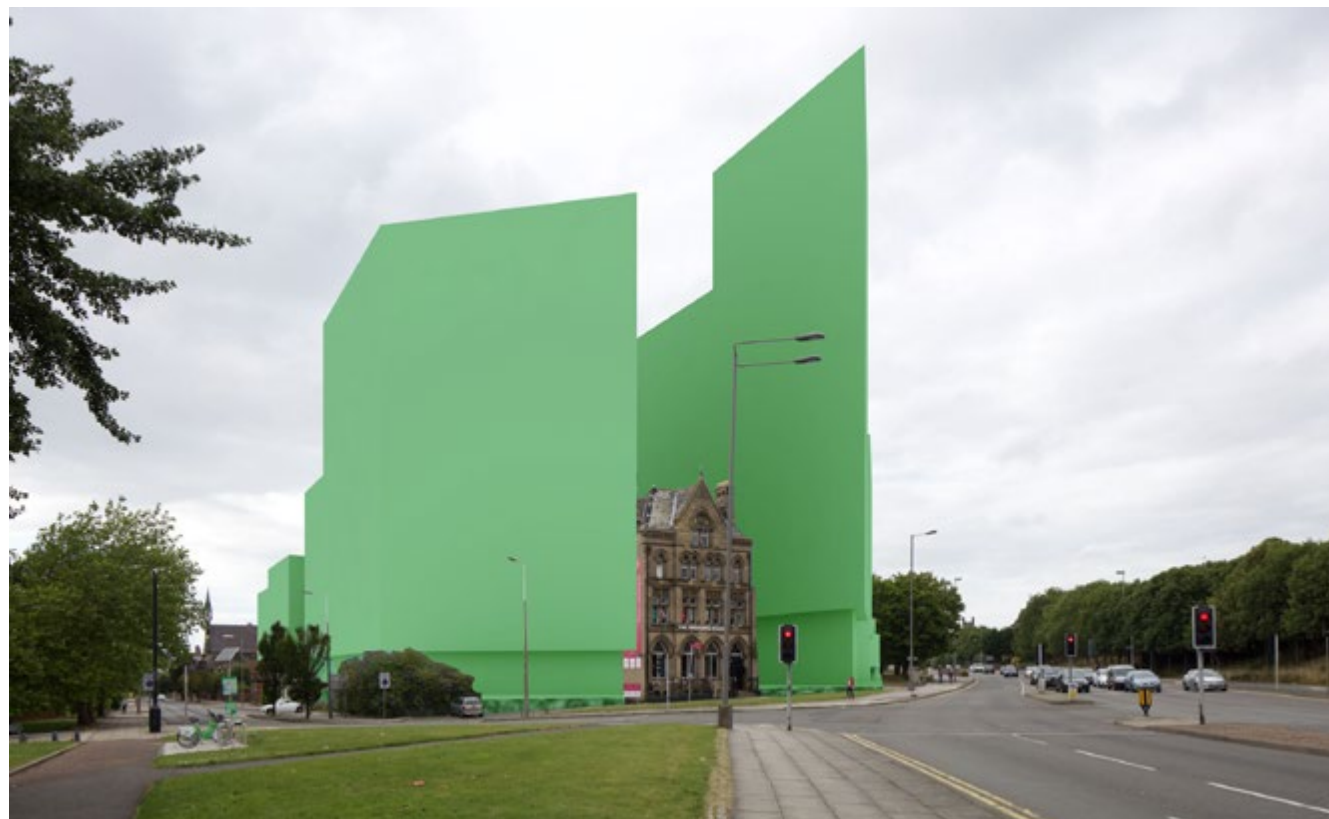
A revised VIA was then carried out with the revised massing. The results show our re-design substantially reducing the impact on the Liverpool skyline (highlighted in orange right), with the body above the Echo Arena also noticeably reduced. The tiering down to the bridal shop below also works more successfully.



Submitted



Proposed



Submitted



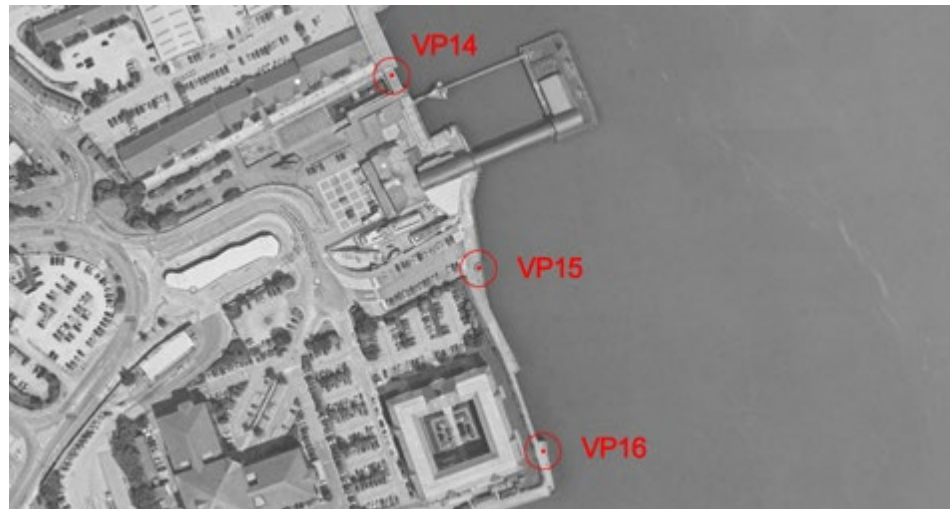
Proposed

4.4.2: REVISED VISUAL IMPACT STUDY

It was also noted that the viewpoint from Woodside Ferry Terminal was taken from an incorrect location. In response to this BLOK commissioned 3 additional viewpoints from 3 separate locations in 50m increments further south of the viewpoint already commissioned to make sure all angles were covered. Please refer to the separate Heritage Assessment submitted as part of this planning application, viewport 15 being the correct location for this study.



■ Viewpoint 14



■ Viewpoint 15



■ Viewpoint 16





4.6: OUTLINE MASTERPLAN SUMMARY OF ACCOMMODATION

PHASE 1 BLOCK A:

LOWER GROUND:	5 x 3 bed townhouses
GROUND FLOOR:	1 x 1 bed apartment 6 x 2 bed duplexes
FIRST FLOOR:	1 x studio apartment 6 x 1 bed apartments 4 x 2 bed apartments
SECOND TO FOURTH FLOOR:	1 x studio apartment 19 x 1 bed apartments 5 x 2 bed apartments
FIFTH FLOOR:	8 x 1 beds 10 x 2 bed duplexes 1 x 3 bed duplexes
SIXTH FLOOR:	-----

TOTAL UNITS: 117

LOWER GROUND:	50 car parking spaces 100% bicycle stand
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PHASE 2 BLOCK B:

GROUND FLOOR:	8 x 2 bed townhouses
FIRST FLOOR:	9 x 1 bed apartments 12 x 2 bed apartments
SECOND TO EIGHTH FLOOR:	12 x 1 bed apartments 17 x 2 bed apartments
NINTH FLOOR:	3 x 1 bed apartments 5 x 2 bed apartments 10 x 2 bed duplexes 3 x 3 bed duplexes

TOTAL UNITS: 253

PHASE 2 BLOCK C, D, E + F:

FIRST TO FIFTH FLOOR:	2 x 1 bed apartments 4 x Studios
SIXTH FLOOR:	1 x 1 bed apartments 1 x 2 bed apartments

TOTAL UNITS: 128

LOWER GROUND FLOORS:	178 car parking spaces 254 car parking spaces 100% bicycle stand minimum
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PHASE 3 BLOCK G:

SECOND TO FIFTH:	14 x 1 bed apartments 7 x 2 bed apartments 1 X 3 bed apartment
SIXTH TO NINTH FLOOR:	12 x 1 bed apartments 8 x 2 bed apartments 1 X 3 bed apartment
TENTH FLOOR:	10 x 1 bed apartments 7 x 2 bed apartments 4 x 2 bed duplexes 1 x 3 bed duplexes
ELEVENTH FLOOR:	6 x 1 beds apartments 7 x 2 bed apartments 1 X 3 bed apartment
TWELFTH TO EIGHTEENTH FLOOR	2 x 1 bed apartments 2 x 2 bed apartments

TOTAL UNITS: 236

PHASE 3 BLOCK H (HOTEL):

TOTAL UNITS:	131
(Inc. conferencing/wedding reception area, south facing 8th floor roof terrace with adjoining restaurant, ground floor exhibition & marketing space and ground/sub level bar & night club)	

PHASE 3 BLOCK J:

FIRST TO SIXTH FLOOR:	5 x 1 bed apartments 3 x 2 bed apartments
SEVENTH AND EIGHTH FLOOR:	1 x 1 bed apartments 3 x 2 bed apartments
TOTAL UNITS:	56

LOWER GROUND FLOORS	227 car parking spaces 100% bicycle stand minimum
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SUMMARY:
790 Apartments – 462 x 1 bed / 301 x 2 bed / 27 x 3 bed
131 Bed hotel
100,128 Sq.ft commercial, retail and leisure (approx)
709 sub level car parking spaces (split between all uses) and on street parking

5.0

PHASE 1 PROPOSAL

