

## Appendix 8.2

### ES Scoping Report

Moda Living  
**Princes Reach, Princes Dock**  
Environmental Statement - Scoping  
Report

ARUP SCOPING REPORT

Issue | 10 March 2016

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 245471-00

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### **Appendix A**

Location plan

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Site Photographs

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Request for Screening Opinion

# 1 Introduction

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Moda Living is to submit a full planning application to redevelop a vacant site within Princes Dock (see Appendix A for site location).

The proposed full planning application will seek to develop a private rented sector (PRS) apartment tower consisting of circa 32 storeys with circa 300 residential apartments. The entire development will be allocated as planning use class C3 (dwelling houses).

This Environmental Impact Assessment (EIA) Scoping Report sets out the proposed scope of the Environmental Statement (ES) to be submitted with the full planning application.

A Scoping Opinion is sought from Liverpool City Council (LCC) in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 ('the EIA Regulations')<sup>1</sup> as amended<sup>2</sup>.

This EIA Scoping Report includes the following information in accordance with Regulation 13 of the EIA Regulations to enable LCC to adopt a Scoping Opinion:

- A plan sufficient to identify the land (see Appendix A); and
- A brief description of the nature and purpose of the proposed development (Section 3) and its possible effects on the environment (Sections 5 – 13).

Furthermore, information is provided on the characteristics of the proposed development and the environmental features likely to be affected by the proposed development in accordance with Regulations 13(6) of the EIA Regulations.

The information in this report is set out as follows:

- Section 2 provides context in terms of the existing site and surrounding area;
- The proposed development is described in Section 3;
- The general approach to the EIA and the proposed structure and content of the ES are set out in Section 4;
- Sections 5 – 13 provide a scoping assessment of the topics proposed to be included in the EIA on a topic-by-topic basis. These sections share a common structure, providing the following information:
  - An overview of the topic under consideration;
  - A description of current environmental conditions, termed the baseline, relevant to that topic in as far as is known at this stage of the project;

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<sup>1</sup> The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 ('the EIA Regulations'). Last accessed October 2015 via <http://www.legislation.gov.uk/ukxi/2011/1824/contents/made>

<sup>2</sup> The Town and Country Planning (Environmental Impact Assessment) (Amendment) Regulations 2015. Last accessed October 2015 via [http://www.legislation.gov.uk/ukxi/2015/660/pdfs/ukxi\\_20150660\\_en.pdf](http://www.legislation.gov.uk/ukxi/2015/660/pdfs/ukxi_20150660_en.pdf)

- The outcomes of any consultation undertaken thus far and a description of further consultation to be undertaken as the EIA is progressed;
  - A description of further baseline data that is intended to be captured during the EIA and the scope of the assessment; and
  - The methodology to be used for each topic to be assessed.
- Section 14 provides a brief summary of this report and a list of those topics identified to be included in the final ES which will be submitted with the full planning application.

## 2 The Site and Surroundings

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### 2.1 Site location

The site sits within Princes Dock to the north of Liverpool's Pier Head and is an established area for mixed use development comprising, residential, office, hotel and leisure uses. The Princes Dock site contains a number of high rise buildings including the tallest building directly fronting the River Mersey, that being Alexandra Tower at 88 metres.

Princes Dock is located within the Liverpool Maritime Mercantile City World Heritage Site Buffer Zone and is adjacent to a World Heritage Site Character Area (as identified in the LCC World Heritage Site SPD, 2009). The City's Central Business District (CBD) is a short 5 minutes' walk away from Princes Dock to the east and Liverpool's shopping and leisure facilities including key museums and Liverpool One is 10 minutes' walk to the south.

### 2.2 The existing site

Figure 1 shows an annotated aerial image of the site and surrounding area.

The development site is located on a vacant plot of land which has until recently been used for informal car parking for events within Princes Dock previously run by Peel Holdings. The site boundary is 2,433sqm and sits to the east of William Jessop Way.

### 2.3 History of the site

In the late 1700s, prior to the development of this area as Princes Dock, a river wall ran through the proposed development site, following a generally north-south alignment.

Following the development of Liverpool's closed dock system in the late 18<sup>th</sup> century, the construction of Princes Dock was the first substantial increase in the size of the docks. Completed in 1821, the eastern (landward) dock wall ran in a generally north-south alignment through the proposed development site. The dock wall and the earlier river wall did not share a common alignment, with the dock wall located further to the west. Princes Dock was the first dock in Liverpool to have a boundary wall (which still exists along the eastern site boundary) and was the largest dock in Liverpool until 1832.

A series of transit sheds and offices stood on the east side of the dock. A fire in 1894 destroyed 47 feet of the east sheds which were subsequently repaired. In 1905 the whole west side of the original water area of Princes Dock was altered by the introduction of a concrete quayside structure complete with sheds. In 1929, construction work began on new sheds at the east, which entailed constructing piles immediately inside the dock wall upon which the shed decking floors were laid.

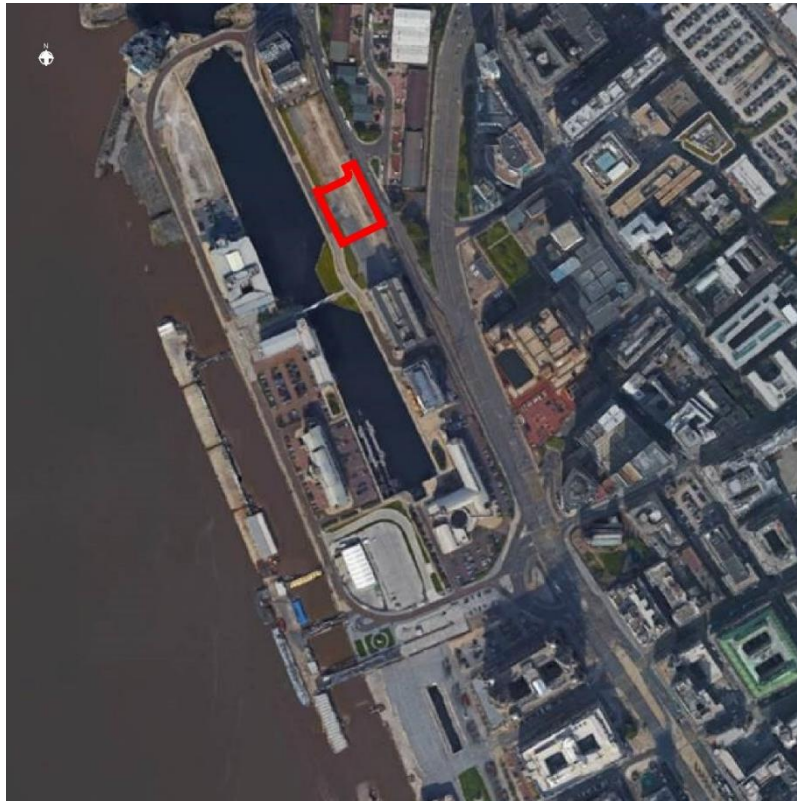


Eventually the landing stage was extended to 2,500 feet, running from the Pier Head northwards the full length of the Princes Dock and becoming the embarkation point for transatlantic passenger liners. In 1895 Riverside Station was opened on the west site of the dock, bringing main line passengers directly to the point of embarkation via a series of covered bridges leading directly to the floating landing stage at two levels.

After its closure in 1981, Princes Dock was regarded as a potential area for new office development, and following the preparation of a masterplan in 1992, the first phase of development commenced at the southern end of the dock. The transit sheds and other dock buildings were cleared, the east quay was widened to create larger development sites, and the dock walls were partly rebuilt.

A revised masterplan prepared in 1998 provided a framework for the remainder of the site, including road access and the partial infilling of the dock. Further revisions were made in 2002, when a greater mix of uses was approved, together with higher development densities and indicative heights for each development plot. A new footbridge across the dock was constructed in 2001 and subsequently lifted to accommodate the passage of canal boats. Alterations were made to the north and south walls for the canal link, which opened in 2009.

Outline planning permission was approved for a 60ha mixed use development in 2013 known as “Liverpool Waters” (application reference 10O/2424), the development site included Princes Dock which formed the southern boundary of the proposed scheme. Further information regarding this recent application is set out in section 2.5.



*Figure 1 – Site location and surrounding area*

## 2.4 The surrounding area

A number of receptors are found in the immediate vicinity of the site. Residential developments are found to the north, office buildings to the west and further office, leisure and hotel facilities are to the south of the site. Directly east of the site sits the dock boundary wall, a listed feature which is not within the site boundary and will not be impacted by this development.

Further east sits the Central Business District where the City's core businesses are located. West Tower, the city's tallest building is positioned within this area on Brook Street and is 140m in height, this tower houses residential apartments and a restaurant.

The Three Graces are located south of Princes Dock and are within the World Heritage Site Character Area. This area of the Waterfront leads to the Albert Dock further south where further leisure facilities are located.

## 2.5 Liverpool Waters Outline Planning Application

As mentioned in section 2.3, "Liverpool Waters" was granted planning permission in 2013 and consisted of a 60ha mixed use development along the waterfront starting from Princes Dock and moving north ending at Northern Docks (application reference 10O/2424).

Princes Dock was highlighted as one of the five neighbourhoods within the scheme and consisted of predominately office and residential uses. The site for this new full planning application falls within plot A-04 and under the Liverpool Waters Planning Parameters Plans was given the following parameters to work with:

- Maximum building height of 126.8m;
- No more than 40 storeys;
- Majority of the scheme to be use class C3 – Dwelling Houses

This planning application will not be part of a reserved matters application within the Liverpool Waters Outline Consent but will form a standalone planning application. However, it is important to state that it conforms with the above parameters set within the outline consent in addition to local and national policy.

This will be explained in further detail within supporting documentation when submitting the full planning application.

## 3 The Proposed Development

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### 3.1 Introduction

The draft development description for the proposed development is as follows:

*“Full detailed planning application to erect a circa 32 storey residential tower (Use Class C3) comprising circa 300 private rented sector apartments and 42 car parking spaces, 8 motorcycle parking spaces, 75 cycle parking spaces and, plant, storage, reception and recreation areas and hard and soft landscaping on vacant brownfield land, William Jessop Way, Princes Dock, Liverpool”.*

The final development description with the exact provision will be agreed as the design develops.

LCC’s Unitary Development Plan (2002) allocated the development site as a “site for various types of development” (UDP E6) and the Core Strategy submission draft (2012) shows the sites as one of the “major opportunity sites”.

### 3.2 Further information

Photographs and other relevant information regarding the proposed development are provided within this report. These are as follows:

- An annotated aerial photo of the site (in Section 2);
- Location plan (Appendix A);
- Site photographs (Appendix B); and
- Request for Screening Opinion (Appendix C).

## 4 EIA and ES

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### 4.1 Introduction

This section will explain how the final ES will be set out. The EIA will be undertaken in accordance with the EIA Regulations<sup>1</sup> (as amended)<sup>2</sup>, and the 2011 EIA Directive.

The ES will therefore include the following main elements (as set out in Schedule 4 of the Regulations):

- A description of the proposed development;
- An outline of the main alternatives considered by the applicant and an indication of the main reasons for the choice made;
- A description of the aspects of the environment likely to be significantly affected by the proposed development;
- A description of the likely significant effects of the development on the environment;
- A description of measures envisaged to prevent, reduce and where possible, offset any significant adverse effects on the environment;
- A non-technical summary (NTS) of the information; and
- An indication of any difficulties encountered in compiling the required information.

Relevant to this Scoping Report is the growing emphasis in undertaking proportionate assessments which reflect those aspects of the environment with potential to have significant effects and clarify those areas where there is little reasonable potential for this.

### 4.2 The need for an EIA

Proposed development projects are screened against Schedule 1 or Schedule 2 of the EIA Regulations<sup>1</sup> (as amended)<sup>2</sup> to determine if an EIA is required. Schedule 1 requires an EIA for all specified developments. Schedule 2 requires an EIA only if significant environmental effects are likely to arise.

A Screening Request has been submitted to LCC (see Appendix C). LCC has verbally confirmed that an EIA will be required, largely due to the impact the proposed development would have on the waterfront views, heritage assets and the potential for cumulative impacts with other proposals in the surrounding area. A formal Screening Response from LCC is anticipated in the near future.

An EIA has been requested by LCC and a Scoping Opinion is sought on this basis in accordance with the requirements of the EIA Regulations<sup>1</sup> (as amended)<sup>2</sup>.

### 4.3 Approach to assessment

The EIA is proposed to be carried out in stages as follows:

- Scoping;
- Baseline data gathering and consultation;
- Preliminary effect assessment;
- Identification of mitigation measures;
- Residual effects assessment;
- Preparation of the ES; and
- Preparation of the NTS.

The ES will comprise Sections 1 – 13, which are outlined below. A NTS will be produced as a separately bound document for ease of use and understanding but will also be included in the main ES.

### Sections 1- 4: Background information

The overall aim of the ES is to provide an objective and systematic account of the potential environmental effects of the proposed development and assess the ability of the application site, and the surrounding area, to accommodate such impacts. Within this framework, Sections 1 – 4 of the ES will incorporate the following:

#### Section 1 – Introduction

Section 1 of the ES will outline the context of the application and set out the format of the rest of the document.

#### Section 2 – The site and surroundings

An overview of the proposed development site and surrounding area, including a description of the development site location, existing land use and facilities.

#### Section 3 – The proposed development

A detailed description of the proposed development including the preliminary design, layout, siting and scale of the development; information relating to the construction process and phasing; and consideration of alternative options. Section 3 will also provide an outline of the main alternative design options considered and the reasoning behind the final choices made.

#### Section 4 – The EIA process

Section 4 will provide a review of the EIA process including scoping and consultations.

## Sections 5 - 13 – Technical sections

Following completion of the scoping exercise, and having due regard to the EIA Regulations<sup>1</sup> (as amended)<sup>2</sup>, the key issues which require further investigation as part of the EIA process will be identified and addressed in the technical sections of the ES. The format of each topic section is outlined below in Table 4.1.

Table 4.1: Format of ES topic sections

Section	Description of content
<b>Introduction</b>	A brief overview of the environmental topic, setting out to the reader what this assessment is about.
<b>Methodology and Scope</b>	A detailed description of each topic specific methodology will be given in each topic section setting out significant legislation and relevant guidance.
<b>Consultation</b>	A summary of topic specific consultations undertaken during the EIA process will be reported.
<b>Limitations and assumptions</b>	An explanation of any limitations encountered in undertaking the topic assessment as well as any assumption made and why it is reasonable to make these assumptions will be provided.
<b>Baseline Conditions</b>	The environmental baseline conditions within the defined assessment area for each topic will be described.
<b>Methodology of assessment</b>	Description of key aspects of the proposed development which may be the source of effects as well as measures which have been embedded into the design, operation or construction impacts should be raised in this section.  Findings will be presented under construction and operation impacts as appropriate to each topic.
<b>Additional Mitigation Measures</b>	Where required, additional mitigation options will also be considered on a topic-by-topic basis at the assessment stage in order to reduce potential impacts. This would be based on best practice guidance and an assessment of residual impacts following the implementation of any suggestion control methods.
<b>Cumulative Impacts</b>	The cumulative impacts from the proposed development will be considered during the EIA and reported in this section. There are two types of cumulative effects, impact interactions which are multiple effects from the Proposed Development to a particular response (e.g. properties) and in-combination effects which is the combined effect of the Proposed Development and other committed developments. In terms of impact interactions, many mitigation measures have been proposed as part of the EIA process, therefore many of the residual effects are considered likely to be reduced to negligible once these have been implemented.
<b>Residual effects</b>	Taking account of the supplementary mitigation options (where relevant), the residual effects will be reported.
<b>Assessment Summary</b>	A tabular summary of the effects and additional mitigation will be summarised within this section.
<b>Conclusion</b>	A summary of the impact and effects of the proposed scheme on each specific topic will be concluded.
<b>Appendices</b>	Any information and references mentioned within the above sections.

## Significance criteria

The assessment to be presented within the ES must consider the potential for significant environmental impacts to affect the baseline conditions as a direct/indirect result of the proposed development. The baseline conditions are defined as the existing state of the environment and how it may develop in the future in the absence of the proposals. Therefore it is important to state that only two options for each discipline has been assessed:

- the existing site at the time of assessment; and
- the proposals set out within the extant Liverpool Waters Outline Planning Consent (LPA Ref: 10O/2424).

There are other developments being worked up within Princes Dock at the time of submission which will be in close proximity of Princes Reach. However, these may differ from the Liverpool Waters Outline Consent and currently do not have planning permission and therefore cannot be assessed for EIA purposes. Whilst assessing emerging plots may be useful for other studies, for the EIA they cannot and will not be assessed.

As there is no universally recognised term of what constitutes ‘significance’, and to assist in the interpretation of this EIA, a common framework of assessment criteria and terminology have been developed, for the presentation of predicted impacts and where there is no specific guidance available for certain disciplines. This is based on a widely used ‘matrix approach’ which is based on the characteristics of the impacts (magnitude and nature) and the sensitivity of the receptor, as described further below.

### **Sensitivity of Receptor**

The sensitivity of a receptor refers to its importance i.e. its environmental value/attributes. This may include a feature’s level of statutory designation (i.e. a site has a designation e.g. Special Area of Conservation, World Heritage Site etc). It will generally be regarded as more important/sensitive than another site with a national or local designation (e.g. Local Nature Reserve, Conservation Area). The terminology defining sensitivity can vary according to discipline. However, within this ES sensitivity it is generally determined as:

<b>Sensitivity</b>	<b>Definition</b>
Very High	The receptor has little or no ability to absorb change without fundamentally altering its present character, is of very high environmental value, or of international importance.
High	The receptor has low ability to absorb change without fundamentally altering its present character, is of high environmental value, or of national importance.
Medium	The receptor has moderate capacity to absorb change without significantly altering its present character, has some environmental value, or is of regional importance.
Low	The receptor is tolerant of change without detriment to its character, is low environmental value, or local importance.
Negligible	The receptor is resistant to change and is of little environmental value.



## **Determining Impact Magnitude and Nature of the Impact**

Magnitude of impact on environmental baseline conditions is identified through consideration of the development taking into account the scale or degree of change from the existing situation as a result of the impact; the duration and reversibility of the impact as well as consideration of relevant legislative or policy standards or guidelines.

Where possible, magnitude will be quantified but where this will not be possible a fully defined qualitative assessment will be undertaken. The assessment of magnitude will be carried out considering any ‘design mitigation’ (i.e. relevant design features) in the proposal forming part of the development description. This may result in the need for ‘additional mitigation’ which results from the EIA process, to reduce impacts further. Therefore, the magnitude of impacts both before and after additional mitigation will be stated.

Magnitude will be defined within each chapter as:

<b><u>Magnitude</u></b>	<b><u>Definition</u></b>
<b>Substantial</b>	Total loss or major alteration to key elements/features of the baseline conditions such that post development character/composition of baseline condition will be fundamentally changed.
<b>Moderate</b>	Loss or alteration to one or more key elements/features of the baseline conditions such that post development character/composition of the baseline condition will be materially changed.
<b>Slight</b>	Minor shift away from baseline conditions. Changes arising from the alteration will be detectable but not material; the underlying character /composition of the baseline condition will be similar to the predevelopment situation.
<b>Negligible</b>	Very little change from baseline conditions. Change is barely distinguishable, approximating to a “no change” situation

## **Determining the Significance of effects**

The table below shows how the interaction of sensitivity and magnitude can be combined to determine the significance of an environmental effect on a scale. Deviation from the terminology may occur in cases when an established methodology requires this but if this is the case, the deviation will be described within the chapter with reasoning.

<b><u>Sensitivity of Receptor</u></b>	<b><u>Magnitude of Impact</u></b>			
	<b>Substantial Magnitude</b>	<b>Moderate Magnitude</b>	<b>Slight Magnitude</b>	<b>Negligible Magnitude</b>
<b>Very High</b>	Major	Major – Intermediate	Intermediate	Minor
<b>High</b>	Major – Intermediate	Intermediate	Intermediate – Minor	Neutral
<b>Medium</b>	Intermediate	Intermediate	Minor	Neutral
<b>Low / Negligible</b>	Intermediate - Minor	Minor	Minor – Neutral	Neutral



Any limitations or uncertainties associated with impact prediction or the sensitivity of receptors due to the absence of data or other factors will give rise to uncertainty in the assessment. In this case any limitations in the assessments will be referred to in the **Limitations and Assumptions** chapter and picked up when discussing confidence level within the assessment and summary table.

### **Mitigation**

A description of the mitigation measures is one of the requirements of the EIA Regulations and a description of the measures envisaged in order to avoid, reduce and if possible, remedy significant adverse effects will be included in the **Mitigation** chapter. Reference to the specific chapter section will be included within the matrix, if no mitigation is required a simple “none required” will be shown.

The following hierarchy and terminology, will be used when determining mitigation measures:

**Prevent** – to avoid adverse effects as far as possible by designing out or using preventative measures during the construction process resulting in neutral effects.

**Reduce** – to minimise adverse effects as far as possible

**Offset** – To compensate for adverse effects where it is not possible to avoid them or where the effect has been minimised as far as possible

**Enhance** – to identify opportunities where enhancement can be incorporated into the scheme where effects have been neutralised.

When describing mitigation they will generally fall under two headings, ‘design mitigation’ and ‘additional mitigation’.

‘Design mitigation’ is where the design of the site has been altered to take into account a particular issues or accommodate an important feature. This will generally be part of the project description and incorporated into the scheme.

‘Additional mitigation’ is all other mitigation that has been identified as a result of the impact assessment that will be undertaken on the fixed design scheme. Clear details of when and how the mitigation measures identified will be implemented will be set within the **Mitigation** chapter.

### **Residual Impact Magnitude**

Residual impacts refer to those environmental effects predicted to remain after the application of mitigation is outlined within each chapter of the ES.

An assessment of residual magnitude will be conducted following the determination of suitable additional mitigation measures and will use the same definitions as when defining the original impact magnitude.

## **Residual Significance of Effects**

The assessment of residual significance will identify the residual environmental effects, these being the final outcome of the EIA process. Statements will be made up of whether residual effects are significant or not. The matrix table used to define the original significance will be used to work out the residual significance.

## **Confidence Level**

It is considered that there is generally a high level of confidence regarding the assessment of the impacts and risks. This is based upon the degree of baseline information that will be available following surveys and reports and the assumption that strategies, designs and requirements will be adopted in accordance with legislation and the planning regime. This process would retain the requirement for full regulatory approval for the various phases of the works, thereby ensuring that LCC and statutory bodies are fully satisfied that all necessary controls and mitigation measures are in place to protect the environment.

The confidence level shows the level of certainty that an impact will occur as predicted:

- Low: 0-50% probability, where there has been many assumptions within the assessment
- High: 51-100% probability, where assessments have been based on satisfactory surveys and baseline information.

## **4.4 Consultation**

Meetings regarding the proposed development have been held between the client team and LCC. At the time of scoping report submission the team have met LCC three times through formal pre-application meetings.

Client team representatives from the planning, design and transport groups have discussed the following topics:

- Design evolution and scheme development;
- Supporting documentation and scope of application;
- ES scoping;
- Consultation process – statutory and non-statutory; and
- Planning approach, co-ordination and delivery.

## 5 Cultural Heritage and Archaeology

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### 5.1 Overview

This section outlines the approach that will be adopted for the assessment of effects on cultural heritage and archaeology which may arise as a result of the construction and operation of the proposed development. The cultural heritage impact and archaeology assessment and subsequent ES section will be produced by Peter de Figueiredo (Heritage) and Sarah-Jane Farr (Archaeology).

### 5.2 Baseline

The Merseyside Historic Environment Record (HER) records a number of historic and archaeological sites within the proposed development area. An assessment will be made of the potential impact on these sites, as well as any other heritage assets that may be identified during the baseline research and investigation.

### 5.3 Consultation

Consultation with LCC and Historic England will take place prior to the assessment.

### 5.4 Assessment

The assessment will review the construction and operational effects of the proposed development on cultural heritage and archaeology, including direct impacts upon buried archaeological remains and heritage assets, assessment of archaeological potential, and setting impacts upon upstanding cultural heritage sites within a study area extending 500m from the proposed development site.

### 5.5 Methodology

The study will be conducted with reference to the relevant legislative and planning frameworks for cultural heritage. Legislation includes the Ancient Monuments and Archaeological Areas Act 1979, the Planning (Listed Buildings and Conservation Areas) Act 1990, and the Town and Country Planning (Development Management Procedure) (England) Order 2010. National Planning Policy Framework (NPPF) (Section 12: the Historic Environment), at national level, and the Local Development Framework / Local Plan at regional and local level. The methodology to be adopted for the impact assessment will be the ICOMOS Guidance on Heritage Impact Assessments for Cultural World Heritage Properties (2011).

A desk-based assessment will be conducted of the proposed development area, to identify all known cultural heritage features, designated or otherwise, and to inform an assessment of the archaeological potential of the land. An assessment will be made of the records held by the LCC Archives, National Museums Liverpool Maritime Archive and Historic England Archive. An examination of

Ordnance Survey First Edition 6" to 1 mile map coverage will be made, together with any other readily available cartographic sources for information on pre-recent land use in the area.

The results of the desk-based assessment will be augmented by a reconnaissance field visit of the proposed development area, carried out in order to locate and record visible cultural heritage sites, both identified during the desk-based assessment and previously unrecognised; also to identify areas with the potential to contain unrecorded, buried archaeological remains and inform the assessment of the possible effects of the proposed development on those features. The results of this assessment will be used in the iterative design process to develop the best layout within the context of all environmental and technical constraints. The assessment of physical effects presented in the cultural heritage chapter will assess the effects of the final layout derived through this iterative process.

Details will be obtained for previously recorded cultural heritage sites, monuments and landscape features with statutory and non-statutory designations (Scheduled Monuments, Listed Buildings, Conservation Areas, Gardens and Designed Landscapes, Historic Battlefields), and undesignated archaeological sites of likely national importance within and in the landscape surrounding the proposed development. The effect on the setting of cultural heritage receptors within 500m of the boundary of the proposed development area will be assessed.

Archaeological input into the design and implementation of site pre-application geotechnical investigations will include locating the dock wall and characterising adjacent buried deposits. The geotechnical investigations will be monitored as an archaeological watching brief and provide further information:

- to support foundation design;
- on the type of features and deposits within the site in order to plan for further post consent archaeological investigations; and
- to support the desk-based research of the archaeological statement in the assessment of the significance (importance or sensitivity) of heritage assets, the likely impact of development, the significance of effects and measures that will be taken to avoid, minimize or mitigate harm.

## 6 Ecology and Nature Conservation

### 6.1 Overview

This chapter will present the results of the scoping process for Princes Reach which determines the ecological issues to be addressed in the Ecological Impacts Assessment (EcIA). It sets out the methods and resources to be used and establishes the spatial and temporal limits for surveys and assessments.

The scoping process is essential to:

- establish an initial understanding of the baseline ecological conditions and the potential significant effects that could arise;
- determine and agree the zone of influence of the project and which important ecological features could be significantly affected;
- determine and agree the proposed surveys and methods for survey, evaluation and assessment; and
- determine and agree the content of the EcIA.

In some cases the data collected as part of the scoping process will be sufficient to inform the assessment of effects on a given feature.

### 6.2 Baseline

To establish baseline ecological conditions on the site a desk study and field survey were completed.

Protected species records and non-statutory designated sites information, within a 2km radius surrounding the site, were requested from Merseyside BioBank and RECORD Local Record Centre (LRC).

Ecological data searches were also carried out using MAGIC<sup>3</sup> and ordnance survey maps. A historical report (Liverpool Waters 2011<sup>4</sup>) was also reviewed as part of the scoping process.

A Preliminary Ecological Assessment (PEA) of the proposed site was undertaken in January 2016. Habitats were identified using the standard Phase 1 Habitat survey methodology (JNCC, 2010<sup>5</sup>). As part of the survey, the potential for the site to support any legally protected faunal species and / or species of nature conservation importance e.g. UK and Local BAP priority species, were also assessed.

A bat roost potential survey of the buildings within the site was undertaken in January 2016 to determine their suitability for bats to roost. This survey followed

<sup>3</sup> [www.magic.gov.uk](http://www.magic.gov.uk)

<sup>4</sup> Liverpool Waters (2011) 'Liverpool Waters Habitats Regulations Assessment. Screening Report for Proposed Liverpool Waters Scheme'.

<sup>5</sup> Joint Nature Conservation Committee (JNCC) (2010) 'Handbook for Phase 1 Habitat survey. A technique for environmental audit'. Revised re-print. JNCC: Peterborough.

the standard methodology detailed within the Bat Conservation Trust Good Practice Guidelines (Collins, 2016<sup>6</sup>).

## 6.3 Consultation

Consultation will be undertaken as part of the EcIA to agree the scope of works required to ensure all species are identified which will be impacted by the development.

The following organisations and individuals will be consulted:

- Natural England Area Officer; and
- LCC.

A desk study will be undertaken, which will review information available from the following sources:

- Defra MAGIC interactive map, data and information about sites of national and international importance across the UK - <http://www.magic.gov.uk/MagicMap.aspx>.
- Merseyside BioBank (MBB), protected species and species of conservation interest records and information in relation to Local Wildlife Sites (LWS).
- The Liverpool Unitary Development Plan, draft Local Plan, policy documents governing planning and development within Liverpool

## 6.4 Methodology

A Preliminary Ecological Appraisal (PEA) will provide all of the information required by the regulatory bodies to provide consent/approval. Crucially a PEA will also identify key ecological constraints, design options, requirements for further surveys and mitigation measures. With regard to habitats and vegetation PEAs follow Phase 1 Habitat survey guidelines as set out by the Joint Nature Conservation Committee<sup>7</sup>. A PEA will also conform to the new mandatory British Standard BS42020:2013 Biodiversity Code of Practice for Planning & Development.

Our proposed approach to undertaking a PEA will entail:

- Desk-top assessment, including using MAGIC data, review of local policy and BAP documents and identification and mapping of protected areas e.g. Mersey Narrows and North Wirral SPA etc;

<sup>6</sup> Collins, J. (ed.) (2016) *Bat Surveys for Professional Ecologists: Good Practice Guidelines* (3rd edn). Bat Conservation Trust.

<sup>7</sup> JNCC, (2010), Handbook for Phase 1 habitat survey - a technique for environmental audit.

- Collation of baseline ecological data using approved data sources e.g. Local Planning Authority/county ecologist, local biodiversity record centres, non-statutory organisations (if required), etc;
- Site wide ecological field survey in line with the Phase 1 Habitat survey methodology;
- Provide recommendations for detailed protected species surveys where required;
- Identify key constraints to the project and make recommendations for design options to avoid significant impact on important ecological features;
- Identify any necessary mitigation measures;
- Identify enhancement opportunities;
- Aid site development/management plans by mapping out ecological features; and
- All recommendations and mapping will be detailed within a comprehensive ecological report.

## 6.5 Results

### Desk Study

The desk study identified no statutory or non-statutory designated sites within or adjacent to the site boundary.

The Mersey Narrows Site of Special Scientific Interest (SSSI)/Special Protected Area (SPA)/Ramsar, is located approximately 1km west of the site on the opposite bank of the Mersey River. A further four internationally designated sites lie within 10km of the site (Table 1).

These sites are designated for the internationally important populations of bird species they support, listed in Annex 1 of the EC Birds Directive. The MAGIC<sup>3</sup> website indicates that the proposed development site is located within an impact risk zone for Mersey Narrows & North Wirral Foreshore SPA/Ramsar; Liverpool Bay SPA/Ramsar and Mersey Estuary SPA/Ramsar. However, on review it was identified that the proposed development did not appear on the list of projects for which Natural England requires notification and consultation by the Local Planning Authority.

*Table 1: International statutory designated sites within 10km of Princes Reach.*

Site	Designation			Approximate distance from site
	Special Protected Area (SPA)	Special Area of Conservation (SAC)	Ramsar	
Mersey Narrows & North Wirral Foreshore	✓		✓	1km west

Liverpool Bay	✓		✓	4.7km north-west
Mersey Estuary	✓		✓	4.7km south-east
Ribble & Alt Estuaries	✓		✓	6.8km north-west
Sefton Coast		✓		6.8km north-west

The Liverpool Waters Habitats Regulations Assessment (HRA) (2011)<sup>8</sup>, which included the Princes Reach development site, concluded that its development would not lead to a direct or indirect impacts on the physical extent and distribution of the habitats within the various designated sites (e.g. intertidal mudflats). Additionally, the development is not predicted to have an impact on the tidal flows, heights or channel morphology. The development site itself is also not known to historically support any significant numbers of qualifying species, nor any dependent habitats or prey species for those species in question.

There are no non-statutory nature conservation designations on site. The nearest Local Wildlife Sites are Leeds-Liverpool Canal which is approximately 1.1km north-east of the site and Everton Park Nature Garden which is approximately 1.9km north east of the site.

The following species of nature conservation interest have been recorded present within 2km of the site and if the habitats within the site were to be suitable there is the potential for these species could occur on site. Full details of the desk study are included within the Preliminary Ecological Appraisal (Arup 2016<sup>9</sup>).

- Mammals – common pipistrelle *Pipistrellus pipistrellus*, brown long-eared bat *Plecotus auritus*, Eurasian red squirrel *Sciurus vulgaris*, European water vole *Arvicola amphibius*, bottle-nosed dolphin *Tursiops truncatus*, common porpoise *Phocoena phocoena* and grey seal *Halichoerus grypus*.
- Birds – black redstart *Phoenicurus ochruros*, little ringed plover *Charadrius dubius* and peregrine *Falco peregrinus*.
- Reptile – common lizard *Zootoca vivipara*.

### Phase 1 Habitat survey

The following habitat types were identified within the site: hardstanding; ephemeral/short perennial and amenity improved grassland. The site is dominated by hardstanding and has previously been used as a car park. Ephemeral/short perennial vegetation is starting to colonise areas of aggregate throughout the site. Species present include chickweed *Stellaria media*, dandelion *Taraxacum officinale* agg., Yorkshire fog *Holcus lanatus*, ragwort *Senecio jacobaea*, mouse ear *Cerastium fontanum*, creeping thistle *Cirsium arvense*, dove's-foot crane's bill *Geranium molle*, cow parsley *Anthriscus sylvestris*, creeping buttercup *Ranunculus repens* and mosses. A small strip of amenity grassland runs along the

<sup>8</sup> Liverpool Waters (2011) 'Liverpool Waters Habitats Regulations Assessment. Screening Report for proposed Liverpool Waters Scheme'.

<sup>9</sup> Arup (2016) 'Preliminary Ecological Appraisal, Princes Reach, Princes Dock'.



west boundary of the site. Species present include perennial ryegrass *Lolium perenne*, creeping buttercup and creeping thistle.

### Bats

There were no trees present on site. A red brick wall runs adjacent to the site which had mortar missing; some of the bricks had started to degrade creating holes. However, the holes were either too small, shallow or less than one brick deep consequently they are unsuitable for bat roosts. The wall was assessed as having negligible bat roost potential.

Attached to the wall, is a small brick police station building with a pitched slate roof (approximately 3m x 1m) that has been boarded up. There was a gap where the roof meets the walls, however there were wooden timbers and blocks preventing further access for bats. Therefore, this building was assessed to have negligible bat roost potential.

### Birds

No bird species were observed on site during the survey, however, there was evidence of wildfowl faeces on the amenity grassland indicating their presence on site. In the wider area starlings *Sturnus vulgaris* and gulls *Laridae* sp. were observed. The habitat on site is not favourable for foraging or breeding due to the dominance of hardstanding and the absence of shrubs or trees.

### Other protected species

No signs or potential for other protected or notable species was identified within the site.

## 6.6 Nature Conservation Evaluation

This section of the report provides an overview of the geographic importance of nature conservation designations within the vicinity of the site, and the geographic importance of habitats and species identified, or considered to be potentially present, at the site (Table 2 & 3).

*Table 2: Intrinsic value of designated sites within the zone of influence of the development.*

Site	Approximate distance from site	Geographic Value	Justification
Mersey Narrows & North Wirral Foreshore SPA/Ramsar	1km west	International	Regularly supports more than 1% of the GB populations of one species listed in Annex I of the EC Birds Directive: bar-tailed godwit <i>Limosa lapponica</i> and common tern <i>Sterna hirundo</i> .
Leeds-Liverpool Canal LWS	1.1km north-east	County	The site supports locally rare species; common mallow <i>Malva sylvestris</i> , hemp

Site	Approximate distance from site	Geographic Value	Justification
			agrimony <i>Eupatorium cannabinum</i> , marsh woundwort <i>Stachys palustris</i> , reed sweet-grass <i>Glyceria maxima</i> , sheep's fescue <i>Festuca ovina</i> , wavy hair-grass <i>Deschampsia flexuosa</i> , wild carrot <i>Daucus carota</i> , wood sage <i>Teucrium scorodonia</i> and yellow water-lily <i>Nuphar lutea</i> .
Everton Park Nature Garden LWS	1.9km north-east	County	The site supports established natural habitat including two small lakes, grassland meadows and woodland.
Liverpool Bay SPA/Ramsar	4.7km north-west	International	Regularly supports more than 1% of the GB and biogeographical populations of one species listed in Annex I of the EC Birds Directive: red-throated diver <i>Gavia stellata</i> , common scoter <i>Melanitta nigra</i> and waterfowl assemblage
Mersey Estuary SPA/Ramsar	4.7km south-east	International	This site qualifies under Article 4.1 of the Directive (79/409/EEC) by supporting populations of European importance of the following species listed on Annex I of the Directive during winter and migration: black tailed godwit <i>Limosa limosa islandica</i> , dunlin <i>Calidris alpina alpina</i> , golden plover <i>Pluvialis apricaria</i> , pintail <i>Anas acuta</i> , redshank <i>Tingra totanus</i> , shelduck <i>Tadorna tadorna</i> , teal <i>Anas crecca</i> and waterbird assemblage
Ribble & Alt Estuaries SPA/Ramsar	6.8km north-west	International	This site qualifies under Article 4.1 of the Directive (79/409/EEC) by supporting populations of European importance of the following species listed on Annex I of the Directive over winter and while breeding: Bar-tailed godwit <i>Limosa lapponica</i> , bewick's swan <i>Cygnus columbianus bewickii</i> , black-tailed godwit <i>Limosa limosa islandica</i> , common tern <i>Sterna hirundo</i> ,

Site	Approximate distance from site	Geographic Value	Justification
			dunlin <i>Calidris alpine</i> , golden plover <i>Pluvialis apricaria</i> , grey plover <i>Pluvialis squatarola</i> , knot <i>Calidris canutus</i> , lesser black-backed gull <i>Larus fuscus</i> , oystercatcher <i>Haematopus ostralegus</i> , pink-footed goose <i>Anser brachyrhynchus</i> , pintail <i>Anas acuta</i> , redshank <i>Tringa totanus</i> , ringed plover <i>Charadrius hiaticula</i> , ruff <i>Calidris pugnax</i> , sanderling <i>Calidris alba</i> , shelduck <i>Tadorna tadorna</i> , teal <i>Anas crecca</i> , whooper swan <i>Cygnus cygnus</i> and wigeon <i>Anas Penelope</i> .
Sefton Coast SAC	6.8km north-west	International	<p>The site is designated under article 4(4) of the Directive (92/43/EEC) as it hosts the following habitats listed in Annex I:</p> <p>Atlantic decalcified fixed dunes <i>Calluno-Ulicetea</i>, dunes with <i>Salix repens ssp. argentea</i>, embryonic shifting dunes, fixed dunes with herbaceous vegetation, humid dune slacks, shifting dunes along the shoreline with white dunes <i>Ammophila arenaria</i>.</p> <p>The site is designated under article 4(4) of the Directive (92/43/EEC) as it hosts the following species listed in Annex II: Great crested newt <i>Triturus cristatus</i> and petalwort <i>Petalophyllum ralfsii</i>.</p>

Table 3: Intrinsic value of habitats within the site boundary.

Habitat/Species	Geographic Value	Justification
Amenity grassland	Site	This habitat is only of site value due to its low botanical diversity, it's small area and low connectivity.

## 6.7 Assessment

This section provides an assessment of the predicted impacts of the proposed development on valued habitats and species in an unmitigated scenario. In accordance with the CIEEM guidance, detailed assessment of impacts has been limited to ecological receptors considered to be of value at the 'local' level or above (Table 2 & 3).

Therefore, the only receptor that will be assessed further will be designated sites. It was determined that the habitats on site would not support protected species due to the limited extent of natural habitats and the low species diversity of these habitats.

### Designated Sites

The nearest statutory designated site is approximately 1km west, on the opposite bank of the River Mersey. The development site is located within an urban environment which means it is frequently subjected to noise, light and human disturbance. In addition it is unlikely to provide suitable foraging or resting areas for qualifying bird species of the surrounding SPA's due to the dominance of hardstanding on site. It is considered that embedded mitigation within the development will include measures to prevent pollution of adjacent watercourses. Therefore, the proposed development will have **no significant negative impacts** on any of the surrounding designations directly or indirectly.

## 6.8 Conclusion

In conclusion it was identified that there are no potential routes of significant impacts upon species or habitats of nature conservation interest. Therefore, it is recommended that Ecology and Nature Conservation is removed (de-scoped) from the EIA process and the subsequent ES.

## 7 Ground Conditions and Contamination

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### 7.1 Overview

This section will provide an assessment of the potential significant effects of the proposed development on ground conditions and contamination, and in turn the effects that these may have on the environment as a result of the proposed development. The effects will be assessed in the context of national, regional/local standards and guidance as well as consultation with statutory consultees.

Adverse environmental effects on geological resources encompass loss of mineral resources or agricultural soils or damage to geological features of significance. Adverse environmental effects associated with ground contamination principally concern:

- pollution of groundwater;
- pollution of surface waters;
- human health and safety on and off site;
- ground conditions aggressive to construction materials; and
- plant growth restriction.

### 7.2 Baseline

A comprehensive Geotechnical and Geo-Environmental Desk Study is in preparation by Arup. The desk study scope will include the following relevant to the EIA:

- Detailed review of historical development of the site;
- Assessment of potential UXO risk;
- Review of all available information on ground conditions and contamination including previous ground investigations and public domain sources (e.g. BGS borehole records); and
- Geo-environmental conceptual site model and preliminary risk assessment.

The desk study report will also include the findings of a site walkover and will include review of information obtained from a request for LCC Environmental Protection Unit public records relevant to the site.

The desk study will inform the design of a phased programme of development-specific intrusive ground investigation works on the site. This will aim to characterise the ground conditions, identify the extent of obstructions beneath the site, investigate the nature and extent of any soil and groundwater contamination and then identify concentrations and flow of any ground gas on the site. The scope of the ground investigation will also be designed to inform the assessment of risks from ground contamination to human health, controlled waters, buildings / infrastructure and ground gas risk.

At the time of writing, a preliminary phase of investigation is proposed. Any findings of the preliminary investigation available at the time of the EIA assessment will be used to supplement the understanding of the baseline conditions obtained from the desk study information.

The assessment will comply with the requirements stated in the LCC EPU 'Advice for Developers & Technical Note for Consultants'<sup>10</sup> relating to development of potentially contaminated land.

### 7.3 Consultation

Initial contact with LCC Environmental Protection Unit has involved request for relevant public record information on contamination and ground conditions.

The LCC EPU will be provided with the Geotechnical and Geo-Environmental Desk Study and comments requested. LCC EPU will also be consulted with proposals for the scope of further ground investigation and environmental risk assessments. This will ensure that they are satisfied with the nature of the proposed further works and the information that would inform the ES and any remediation strategy required for the development.

### 7.4 Assessment

Preliminary assessment for this scoping study has identified a number potential issues of relevance to this section of the ES. Risks to the environment and site works may be posed by the construction of the new development, such as surface water impacts, dust inhalation or the migration of ground gases. Details of mitigation requirements such as collection of site surface runoff during works, compliance with discharge consents and gas monitoring during construction will be outlined. It is anticipated that some degree of site remediation work will be required to break pollutant linkages that are identified at the site. Following site remediation works it is anticipated that significant benefits would occur through remediating the land.

An assessment will be made of the potential significant effects of the proposed development on geology and contamination, and in turn the effects that these may have on the wider environment as a result of the proposed development.

The assessment will consider potential impacts associated with both the construction and operational phases of the development arising from existing contamination and potential ground gas. The assessment will also consider potential issues associated with earthworks that could be required as part of the scheme.

The assessment will be undertaken within the context of current best practice in relation to land contamination risk assessment.

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<sup>10</sup> LCC EPU (2012) Advice for Developers & Technical Note for Consultants

## 7.5 Methodology

The assessment will comprise a review of all the available desk study information and ground investigation information available at the time of the assessment. The construction methodology will be reviewed and considered in relation to potential impacts of the development's interaction with the ground. Particular focus will be given to ground works aspects of the proposed development.

The assessment of existing contamination will be risk-based and will consider sources, receptors and plausible pollutant linkages in accordance with government guidance and the UK framework for the assessments of risk arising from contaminated land. The assessment will take into account principles adopted by the Environment Agency in Model Procedures for the Management of Land Contamination, Technical Report CLR 11<sup>11</sup>. The significance of impacts will take into account the principles of assessment identified in CIRIA Report C552, "Contaminated Land Risk Assessment – a guide to good practice"<sup>12</sup>.

The assessment of any potential impact of the development on geological resources will be carried out on a qualitative basis. Recognised locally and regionally important geological sites will be identified.

At the time of writing no information on proposed levels and hence requirements for cut and fill activities are known. As part of the assessment, comment will be made on potential viability of re-use of materials and any conditions likely to preclude retention of materials on the site.

The assessment will identify the requirements for any mitigation measures during construction works and for any remediation or particular protection measures that may require incorporation into the design of the development.

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<sup>11</sup> Environment Agency, Model Procedures for the Management of Land Contamination, CLR11, September 2004.

<sup>12</sup> Rudland DJ, Lancefield RM, Mayell PN, Contaminated Land Risk Assessment – A guide to good practice (C552), CIRIA, London. 2001.

## 8 Townscape and Visual Impact

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### 8.1 Overview

This section outlines the approach that will be adopted for the assessment of the effects on landscape character and visual amenity, which may arise as a result of the construction and operation of the proposed development. The townscape and visual impact assessment (TVIA) will consider and report the effects on the townscape character and visual amenity. Cumulative effects, arising from the proposed committed development in conjunction with nearby other relevant developments, will also be considered.

### 8.2 Baseline

The proposed development site is situated along Liverpool's historic waterfront within Princes Dock.

Whilst not lying directly on the waterfront, the proposed building is only separated from the River Mersey by a single row of low to medium rise office buildings. The exception to this is the Alexandra Tower, located at the northern limit of Princes Dock, rising to 27 storeys at its apex.

Buildings on the eastern (landward) side of the dock range in height from 5 to 15 storeys, with the two Beetham Towers on Old Hall Street providing the backdrop within the City's Central Business District.

### Designations

Whilst not within any of the six character areas inscribed within the Liverpool Mercantile City World Heritage Site (WHS), Princes Dock does lie within the prescribed Buffer Zone and close to a number of Key Landmark Buildings. In particular, the adjacent 'Pier Head' Character Area (area 1) contains Liverpool's world-renowned '3 Graces' – the Royal Liver, Cunard and Mersey Docks & Harbour Board buildings. The Royal Liver building is Grade I Listed, with the other two Grade II\*.

### Townscape Receptors

The location of the proposed building close to the Pier Head means that the potential impacts upon this and other character areas identified within the Liverpool World Heritage SPD will be key considerations when assessing any changes to the character of the townscape.

For balance, it should be noted that the proposed Princes Reach tower lies within the boundary of the Liverpool Waters masterplan, which was granted Outline Planning Consent in September 2012. A number of tall buildings were proposed within the masterplan, and in particular Princes Dock, up to a maximum height of 195m AOD.



## Visual Receptors

The location of the proposed building close to the Pier Head means that, although there are no formally 'Protected Views', views to and from the 'Three Graces' - alongside other wider views identified within the Liverpool World Heritage SPD, will be key considerations when assessing any changes to the views towards the City from across the River Mersey, along the waterfront and from the City centre down towards it.

### 8.3 Consultation

Consultation with LCC will be undertaken to agree the following:

- The extent of the study area for the collation of baseline information and the consideration of potential landscape and visual effects;
- Number and location of viewpoints for the visual assessment as well as the possible number of required wirelines, photomontages; and
- The level of detail to be produced for each view based on the London Visual Management Framework.

There are four classifications of Accurate Visual Representations (AVR) highlighted below, all of which have differing degrees of detail.

AVR Level 0	Location and size of proposal
AVR Level 1	Location, size and degree of visibility of proposal
AVR Level 2	As level 1 + description of architectural form
AVR Level 3	As level 2 + use of materials

### 8.4 Assessment

Based on the information gathered during the scoping stage and the initial site survey undertaken during November 2015, issues of likely significance are considered to include effects on the following:

- The Area of High Landscape Value;
- Listed buildings;
- Views towards World Heritage Site
- Views from residential properties; and
- Views across the River Mersey

### 8.5 Methodology

Similar in principle to a Landscape and Visual Impact Assessment, a TVIA aims to determine the character and visual context of a site within a developed area, where the urban grain can be highly diverse and complex.

National or Regional Landscape Character Assessments do generally not cover urban areas, although some Local Authorities have undertaken their own Character Area Assessments. Where they do exist they may only cover specific parts of an urban area, such as a city centre, or fail to establish important elements such as the sensitivity of a given area to change or its capacity to accommodate new development.

It is common therefore for TVIA's to involve a Project Specific Townscape Character Area Appraisal, based on desktop analysis and direct field observations. This identifies discreet areas of unique character and establishes their relative sensitivity to change, covering items such as existing site features, urban grain, movement and linkages, historical development, legibility and green infrastructure.

Visual Impact Assessment is often complex due to the nature of built form within towns and cities. For major urban developments it is sometimes necessary to undertake a Zone of Visual Influence (ZVI) Analysis. This uses detailed topographical and built height survey data and specialist computer applications to establish locations from where views of a proposed development can be gained. We use 3D topographical data and Autodesk 3D Studio Max to establish the ZVI.

The report would be in accordance with The Guidelines for Landscape and Visual Impact Assessment (GLVIA), 3rd Edition (2013). It is assumed that this would include the use of computer-generated photomontages to demonstrate visual impact. The number of views that would be required to support the representations will be discussed and agreed with LCC.

### **Production of Photomontages for inclusion within the Visual Impact Assessment document**

There are four tasks associated with the production of the Visual Impact Assessment document. These tasks are heavily dependent on the number of viewpoints agreed with the LPA.

The four principal tasks are:

- Photography
- Computer Modelling
- Photomontage Production
- Assessment

Should the development (or specific views) be of a particularly sensitive nature, or pin-point accuracy of the photomontages is required a fifth task can be undertaken, which involves producing Visually Verified Montages. Much like a 'standard' photomontage, the VVM photomontage process presents a current colour photograph of the real world with a photomontage of the proposed development "overlaid" into the picture. This is achieved by the creation of a three dimensional computer model of the scheme which is accurately "keyed in" to the real world photograph and the accuracy of the completed montage is verified by the use of surveyed camera positions and angles of view, together with

other controls within the real world which are mathematically tied into the computer model.

## **Photography**

A photographer will photograph the agreed viewpoints using a Canon EOS 5D MkII Digital SLR camera with a fixed focal length of 50mm (with a 35mm format camera) in accordance with the GLVIA documentation and the Landscape Institute Advice Note 01/11 “Landscape and visual impact assessment”.

## **Photomontage Production**

Volumetric renders of the development are overlaid by a 3D digital artist and blended into the photograph from the selected viewpoint. This process completes the photomontage process, with the final product being as near to a realistic representation of the proposals as is possible. Any landscape mitigation measures such as surrounding landscape features or tree planting are added at this stage.

With reference to the London Visual Management Framework (which is the best guide anyone has come up with to date), there are four classifications of AVR highlighted below, all of which have differing degrees of detail.

AVR level 0 – Location and size of proposal – This involves the production of a block model accurately superimposed into the photograph.

AVR level 1 – Location, size and degree of visibility – This involves the production of a wireline and block model accurately superimposed into the photograph.

AVR level 2 – As level 1 + description of architectural form – This involves the production of a more detailed (non textured) model showing rooflines and window positions etc. accurately superimposed into the photograph.

AVR level 3 – As level 2 + use of materials – This involves the production of a more detailed, fully textured model showing rooflines and window positions etc. accurately superimposed into the photograph.

## **Assessment**

A Chartered Landscape Architect/ Urban Designer will then assess the townscape and visual impact of the proposals, stating the assessment in a table of results considering their ‘timescale’, ‘magnitude of impact’, ‘significance of impact’ and the ‘confidence level’ on which the assessment can be made.

## 9 Noise and Vibration

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### 9.1 Overview

The noise and vibration assessment for the proposed development will consider the change in noise and vibration levels that will arise as a result of the construction and operation of the development. For the purposes of the EIA, noise is defined as any unwanted sound generated by the construction and operational phases of the development. There is a requirement to evaluate potential noise and vibration impacts on sensitive receptors and to identify mitigation to remove or reduce significant effects.

#### 9.1.1 Construction

The nearest existing sensitive receptors are some distance from the development site. Additionally the mitigation of construction noise is uncontroversial and well-rehearsed.

Therefore significant effects from construction noise and vibration is considered to be low risk and will therefore not be assessed quantitatively in the ES. It is considered that noise control can be secured by a suitable worded planning condition, requiring a noise management plan to be put in place.

#### 9.1.2 Operation

Direct operational noise effects for this development could result from:

- Mechanical services plant;
- Service vehicles and deliveries; and
- Car parking activity.

The nearest existing noise sensitive receptors are some distance from the development site and background sound levels in the area are expected to be medium to high. It will be necessary to ensure that noise from the new development does not compromise future development potential in the area and so noise emission limits will be determined by reference to future plots as well as existing properties. Noise control for mechanical services plant, parking and services vehicle noise can be secured by a suitable worded planning condition, limiting the noise levels.

Noise from use of the outdoor amenity space will be considered in our assessment and may require restrictions on hours of use.

Indirect operational noise effects for this development could result from road traffic intensification on the wider road network. Any changes in road traffic noise level will be presented in the ES, based upon changes to predicted traffic flows.

A site suitability assessment (outside of the scope of the EIA regulations) will also be conducted for the development with regards to sound levels affecting outdoor amenity areas as well as within habitable residential rooms. Noise mitigation

measures will be developed by reference to existing noise levels measured in the area.

## 9.2 Baseline

The proposed development site lies in a predominantly urban location and therefore the noise climate is likely to be dominated by local and distant road traffic noise.

Baseline noise measurements will be undertaken at the closest noise sensitive receptors (NSR) in the vicinity of the proposed development during day and night-time to establish the prevailing conditions of the site. Measurements will also be undertaken within the development site boundary to inform the assessment of suitability of the site for residential use. Additional measurements will be required near to the distant A5052, to inform noise predictions for upper stories of the proposed development.

The details of the surveys will be agreed with the Environmental Health Officer (EHO) at LCC.

## 9.3 Consultation

Consultation with the EHO of LCC has been undertaken in order to agree the scoping out of some aspects relating to noise and vibration from the EIA process.

We will agree the scope of the Noise Impact Assessment required to support the planning application.

## 9.4 Assessment

The proposed assessment approach has regard to the Environmental Impact Assessment Regulations and requirements of Government's noise policy as described in the National Planning Policy Framework (NPPF)<sup>13</sup>. The NPPF took effect in 2012 to define the Government's planning policies for England. In the case of environmental noise, the NPPF planning objectives are addressed through the Noise Policy Statement for England (NPSE)<sup>14</sup>. The NPSE states the following aims:

*“Through the effective management and control of environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development:*

- *Avoid significant adverse health impacts on health and quality of life;*
- *Mitigate and minimise adverse impacts on health and quality of life; and*

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<sup>13</sup> Department for Communities and Local Government (2012); *National Planning Policy Framework*; <http://www.communities.gov.uk/publications/planningandbuilding/nppf>

<sup>14</sup> Department for Environment Food and Rural Affairs (2010), *Noise Policy Statement for England*, [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/69533/pb13750-noise-policy.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69533/pb13750-noise-policy.pdf)

- *Where possible, contribute to the improvement of health and quality of life”*

These reflect the key aims for planning policy and decisions set out at paragraph 123 of NPPF. The assessment will include:

- Establishing baseline noise levels by attended and unattended noise survey at relevant receptors;
- Establishing noise and vibration impact assessment thresholds which are consistent with legislation and guidelines, local policies, standards and current best practice appropriate to the noise source and potential receptors being considered; and
- Identification of noise and vibration sources and relevant receptors where significant effects are likely.

## 9.5 Methodology

### 9.5.1 Construction activity noise

Some commentary upon construction activity noise will be provided based on the principles set out in BS5228 Part 1: Noise<sup>15</sup>.

### 9.5.2 Airborne noise from operation

Details of any potential stationary airborne noise sources associated with the proposed development such as building services plant are not yet fully developed. However, the development will be designed to achieve limits agreed with the Local Planning Authority by reference to BS4142: 2014<sup>16</sup>. The control of building services noise for this particular development is uncontroversial.

### 9.5.3 Operational road traffic noise

The noise exposure arising from changes in traffic flows on the existing road network will be calculated using the CRTN method, to derive the Basic Noise Level (BNL) at locations 10m perpendicularly from the kerb. This enables a direct comparison to be made of the change in noise level as a result of the proposed development associated with particular sections of road.

### 9.5.4 Site suitability assessment

The assessment of site suitability will be conducted by reference to noise levels inside properties and noise affecting outside amenity areas. Significance

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<sup>15</sup> British Standard 5228 (2009+A1:2014) – Code of practice for noise and vibration on construction and open sites – Part 1: Noise

<sup>16</sup> British Standard 4142: 2014 Methods for rating and assessing industrial and commercial sound

thresholds will be selected by reference to BS8233:2014<sup>17</sup> and the World Health Organization (WHO) Guidelines<sup>18</sup>.

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<sup>17</sup> British Standard 8233:2014 Guidance on sound insulation and noise reduction for buildings BSI 2014.

<sup>18</sup> World Health Organization (WHO) <sup>18</sup> *Guidelines for Community Noise* (1999).

## 10 Transport and Access

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### 10.1 Overview

This section of the ES will provide an assessment of the transport-related effects of the proposed development. The assessment will cover the direct and indirect effects of the development on all transport modes. The key issues relating to transport that will be addressed include:

- Car and cycle parking arrangements;
- Public transport accessibility and capacity;
- Pedestrian and cycle connections;
- Access and servicing arrangements;
- The cumulative effects of any nearby committed developments; and
- Temporary effects arising from any demolition and construction activities.

Any mitigation measures required to prevent or reduce adverse effects arising from the construction and operation of the development will be recommended.

A summary of the relevant local and national transport planning policy in relation to the proposed development will be provided.

### 10.2 Baseline

As part of the initial consultation process, the baseline and future baseline for the assessment will be agreed.

At this stage it is assumed that the baseline will comprise the current transport network which comprises:

- Highways;
- Public transport; and
- Walking and cycling.

### 10.3 Consultation

Transport and access officers from LCC will be consulted during the assessment process. This will ensure all relevant transport issues are identified and given appropriate consideration. If any residual adverse effects are likely to remain, early consultation will ensure appropriate mitigation measures are formulated.

### 10.4 Assessment

The assessment will draw upon information gathered for the Transport Assessment (TA) which will accompany the planning application for the proposed development. The TA will address car and cycle parking, public transport provisions, access and servicing and site connectivity.



Due to the low number of car parking spaces (circa 42) associated with the proposed development, it has been agreed with LCC that a formal traffic impact assessment will be required. Consequently, the assessment will focus on the movement of people rather than vehicles.

The transport section of the ES will summarise the results of the TA in accordance with the requirements of the EIA Regulations and identify all likely significant effects and describe appropriate mitigation measures.

The assessment will focus on the net change in travel demand on transport modes as a result of the development, both during construction and when operational.

Guidance provided by the Department for Transport has been consulted in order to identify significance criteria applicable to the assessment. For a number of effects there are no ready thresholds of significance, in which case interpretation and judgement will be applied based on knowledge of the site or quantitative data, where available. Effects will be characterised as:

- Beneficial: meaning that they produce benefits in terms of transportation;
- Negligible: meaning that their bearing is too small to measure meaningfully; and
- Adverse: meaning that they produce dis-benefits in terms of transportation.

Beneficial and adverse effects will be further characterised as:

- Minor: slight, very short or highly localised impact of no significant consequence;
- Moderate: limited impact (by extent, duration or magnitude) which may be considered significant; and
- Major: considerable impact (by extent, duration or magnitude) of more than local significance or in breach of recognised acceptability, legislation, policy or standards.

## 10.5 Methodology

With regard to sustainable transport modes, an evaluation of baseline, future baseline and future year (with development) scenarios will be presented.

Consideration of sustainable transport modes will be based on the assessment within the TA, and in particular will consider severance.

The sustainable transport modes impact will be determined using the assessment criteria. This will identify the residual impact taking into account any mitigation included as part of the development proposals.

## 11 Daylight and Sunlight

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### 11.1 Overview

This section will provide an assessment of the likely significant effects the proposed development will have on the environment in regards to lighting, overshadowing.

### 11.2 Baseline

The existing site is generally unoccupied with the exception of a residential development to the north of the site and a multi-storey car park to the south.

The assessment will examine the baseline daylighting conditions and the effect of the proposed development daylighting to its neighbours, we shall also consider the approved office scheme to the south of the development. The impact of any shadowing effects will be considered and evaluated using the BRE209 document: *Site layout planning for daylight and sunlight: a guide to good practice (BR 209)*. Both sunlight and daylight will be quantified in the baseline and development scenario for comparison in this assessment.

### 11.3 Consultation

LCC's planning authority will be consulted as part of the EIA process.

### 11.4 Assessment

An assessment of the impacts of the proposed development on daylight and sunlight during the baseline and operational phases of the development will be undertaken. The likely significant effects of the proposed development will be assessed using the BRE209 guidance document and method proposed therein.

### 11.5 Methodology

To provide a prediction of change in daylight/sunlight performance following development of the proposed development, three assessments will be undertaken which draw on specific guidance for assessments of this nature. These are in accordance with the guidelines described in the Building Research Establishment (BRE) document 209 *Site Layout Planning for Daylight and Sunlight* (referred to throughout as BRE209). Specifically, they include:

- **Daylight Availability:** According to BRE209 daylight within existing buildings will be adversely affected if the Vertical Sky Component (VSC<sup>19</sup>) is reduced to less than 27% and the VSC is less than 80% of its former value as a

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<sup>19</sup> VSC is described as the ratio of illuminance (incident light on a surface) on the vertical plane and the unobstructed illuminance on the horizontal plane.

result of a new development. Analysis of daylight availability will be completed at each window of neighbouring buildings.

- **Sunlight Hours (hours/year):** Where a window is within 90° of due south, BRE209 proposes it should receive at least 25% of the total Annual Probable Sunlight Hours (APSH<sup>20</sup>) in summer months and at least 5% of APSH in the winter months (Sept 21 – March 21). An adverse impact on sunlight will be experienced if the total number of sunlight hours falls below these recommendations and is less than 80% of its former value and the reduction is greater than 4% of APSH. Analysis will be completed at each window of neighbouring buildings.
- **Amenity Space Sunlight:** For garden/amenity spaces BRE209 recommends that at least half the space should receive at least two hours of sunlight on 21 March. The result a new development should not reduce this by more than 80% otherwise the impact will be noticeable. This is considered applicable to the neighbouring landscape and leisure areas.

Daylight availability and sunlight hours will be analysed using 3D computer simulation techniques. The computer simulation predicts sunlight and daylight performance in the baseline scenario and development scenario. Comparison of the simulation results enables conclusions to be made on daylight/sunlight impact of the proposed development.

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<sup>20</sup> APSH is the probable number of hours that sunlight will shine on unobstructed ground, allowing for average levels of cloudiness for a given area.

## 12 Wind

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### 12.1 Overview

A safe and comfortable wind climate is integral to the success of any development. New buildings can generate wind acceleration at ground level which could result in discomfort or distress to pedestrians. This section will provide an assessment of the likely significant effects of wind movements within and around the development once constructed with respect to pedestrian wind comfort and safety. This will include identifying effects the development may have on any sensitive receptors nearby and during construction and operational phases.

### 12.2 Baseline

The baseline confirmation for an EIA study is typically taken as the existing site, currently empty, in the context of the existing surroundings. The potential impact of wind microclimate during the construction and operational phases is assessed on existing residents and businesses and details are provided within the application submission of any potential measures to mitigate adverse impacts. It should be noted however, that the proposed development is not adjacent to existing buildings and the immediate surroundings are bare, so comparisons with the baseline will be brief.

### 12.3 Proposed Development

The Proposed Development has a potential to cause significant windiness within its own and in the surrounding areas as a result of the significant height of the building and exposure to the prevailing wind. The focus of the assessment will therefore be within the Site boundary and the immediately surrounding area. The intended future context will however be important to help assess the acceptability of the windiness.

### 12.4 Consultation

LCC may be contacted to discuss the proposed assessment set out below, in particular the future surroundings to be considered.

The proposed development may require mitigation to achieve suitable wind conditions in and around the site. Consultation will be undertaken with the relevant stakeholders to identify possible constraints for the mitigation strategy and to seek agreement for any proposed mitigation measures.

### 12.5 Assessment

Wind tunnel tests will be carried out to quantify conditions around the proposed development. The tests will include the effects of all nearby existing and

consented schemes that would affect wind conditions around the site. Other likely future surroundings, where known, will also be considered.

Levels of windiness will be reported using the Lawson criteria and compared with the intended pedestrian activities at frequently used areas. Tests will be repeated to develop and incorporate suitable mitigation measures into the design.

## 12.6 Methodology

A quantitative assessment of the environmental wind conditions will be undertaken for the existing and proposed development through wind tunnel testing. Tests will be undertaken using a ~1:300 scale model of the development and surroundings.

Gust and mean speeds will be measured in key locations around the development will be measured using Irwin probes. The Irwin probes will be located in areas of wind-sensitive activities or where we expect increased windiness due to the geometry and exposure of the proposed development. For each test configuration, wind speeds will be measured for sixteen equal increments of wind directions.

In case of windiness exceeding acceptability guidelines, we will develop, in collaboration with the design team, feasible mitigation measures and verify the effectiveness in the wind tunnel.

The criteria used to describe the acceptability of windiness are those of T.V. Lawson of Bristol University, extracted from “The evaluation of the windiness of a building complex before construction”, T.V. Lawson, London Docklands Development Corporation. These are used widely in the UK and around the world.

## 13 Air Quality

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### 13.1 Overview

This section will consider the likely significant effects the proposed development will have on local air quality. The methodology proposed for assessing air quality impacts at the proposed development site will be set out.

The proposed residential development of approximately 300 units and access road is located close to Liverpool City Centre. There is a proposed car park with approximately 42 car parking spaces and 8 motorcycle spaces, however, due to the proximity of the City Centre, it is anticipated that walking and cycling will be the main mode of transport for future residents. The proposed development will also include communal gas-fired combustion plant, including both boilers and Combined Heat and Power (CHP) units, to provide heating, hot water and power for the proposed development.

During the construction phase, dust and vehicle emissions may be a concern due to earthworks and construction activity, this would need to be mitigated by following best practice construction guidance<sup>21</sup>.

During operation, the proposed development has the potential to impact existing air quality as a result of road traffic exhaust emissions and emissions from the proposed communal combustion plant.

### 13.2 Baseline

A baseline assessment will be undertaken to determine existing air quality conditions in the area using available findings from LCC review and assessment process and data available from the Defra Local Air Quality Management website<sup>22</sup>.

The proposed development is located within an Air Quality Management Area (AQMA) encompassing the entire city of Liverpool declared for exceedences of the annual mean NO<sub>2</sub> objective.

### 13.3 Consultation

Consultation will be undertaken with the LCC environmental health officer to discuss and agree the proposed methodology set out below.

### 13.4 Methodology

The overall approach to the air quality assessment will include:

- A review of relevant legislation and planning policy, on a national and local level;

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<sup>21</sup> IAQM (2014) Guidance on the assessment of dust from demolition and construction

<sup>22</sup> Defra Local Air Quality Management Website, <http://laqm.defra.gov.uk/>

- A review of the existing or baseline air quality in the area;
- Identification of sensitive receptors;
- An assessment of the potential changes in local air quality arising from the construction of the proposed development;
- An assessment of the potential changes in local air quality arising from the operation of the proposed development; and
- Formulation of mitigation measures, where appropriate, to ensure any adverse effects on air quality are minimised.

## 13.5 Assessment

### Assessment of construction effects

The proposed development will be constructed close to existing sensitive receptors. As such an assessment of the construction effects of dust from demolition and construction would be undertaken following guidance set out by the IAQM.

The construction assessment will consider receptors within 350m of the site boundary and within 50m of routes used by construction vehicles up to 500m from the site access.

The IAQM guidance considers the potential for dust emissions from the following activities:

- Demolition;
- Earthworks i.e. soil stripping, ground levelling, excavation and land;
- Construction; and
- Track out incidental movement of dust and dirt from the construction or demolition site onto the public road network.

For each of the above activities, the guidance considers three separate dust effects:

- Annoyance due to dust soiling;
- Harm to ecological receptors; and
- The risk of health effects due to a significant increase in PM<sub>10</sub> exposure.

The methodology takes into account the scale to which the above effects are likely to be generated (classed as small, medium or large). Also the distance of the closest receptors and background PM<sub>10</sub> concentrations are taken into account in order to determine the sensitivity of the surrounding area. This is then taken into consideration to derive an overall site risk and identify suitable mitigation measures. Receptors can be both human and ecological and are chosen based on their sensitivity to dust soiling and PM<sub>10</sub> exposure.

### Assessment of operational effects

A review will be undertaken of the information provided as part of the transport assessment, which is likely to show that daily vehicle movements are minimal and

below the level which require quantitative assessment. A qualitative assessment would be undertaken based on information available in the 2015 IAQM/Environmental Protection UK (EPUK) Land-use planning guidance<sup>23</sup> to demonstrate that the effect on air quality would be negligible.

Where the transport assessment shows that daily changes in vehicle movements meet the criteria outlined in the IAQM/EPUK Land-use planning guidance, further consultation will be undertaken with the environmental health officer at LCC to agree a quantitative assessment methodology.

It is understood that the gas-fired communal combustion plant proposed for the development will have a combined thermal input of approximately 1 MW. Following the IAQM/EPUK Land-use planning guidance, which requires an assessment of centralised combustion plant where the combined thermal input is greater than 300kW capacity, a quantitative assessment of the air quality impacts will be undertaken.

It is likely that at the stage of submission of the EIA detailed design information for the communal combustion plant will not be available. Therefore, an indicative assessment will be undertaken using technical information available for plant representative of those proposed for installation as part of the development.

A dispersion modelling assessment will be undertaken using the ADMS 5.1 dispersion model to determine the impact of the communal combustion plant on pollutant concentrations within the vicinity of the proposed development. As the combustion plant is gas-fired, the assessment will focus on nitrogen dioxide (NO<sub>2</sub>) concentrations only as emissions of particulate matter would be negligible. The assessment will include consideration of the proposed development itself and any open communal spaces such as roof terraces or winter gardens which have the potential to be affected by emissions from the combustion plant.

The EPUK/IAQM Land-use planning guidance will be used to assess significance for the operational phase. The guidance provides an approach to determining the significance of likely effects resulting from a proposed development on local air quality. Also provided is advice on how to describe the significance of the effects predicted from air quality modelling, specifically for the pollutants NO<sub>2</sub> and PM<sub>10</sub>. The guidance incorporates the latest position of the IAQM on effect significance.

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<sup>23</sup> IAQM (2015) Land-Use Planning & Development Control: Planning For Air Quality



## 14 Summary

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The following list summarises the environmental parameters that are considered likely to be impacted by the proposed development and are thus proposed to be scoped into the EIA and final ES:

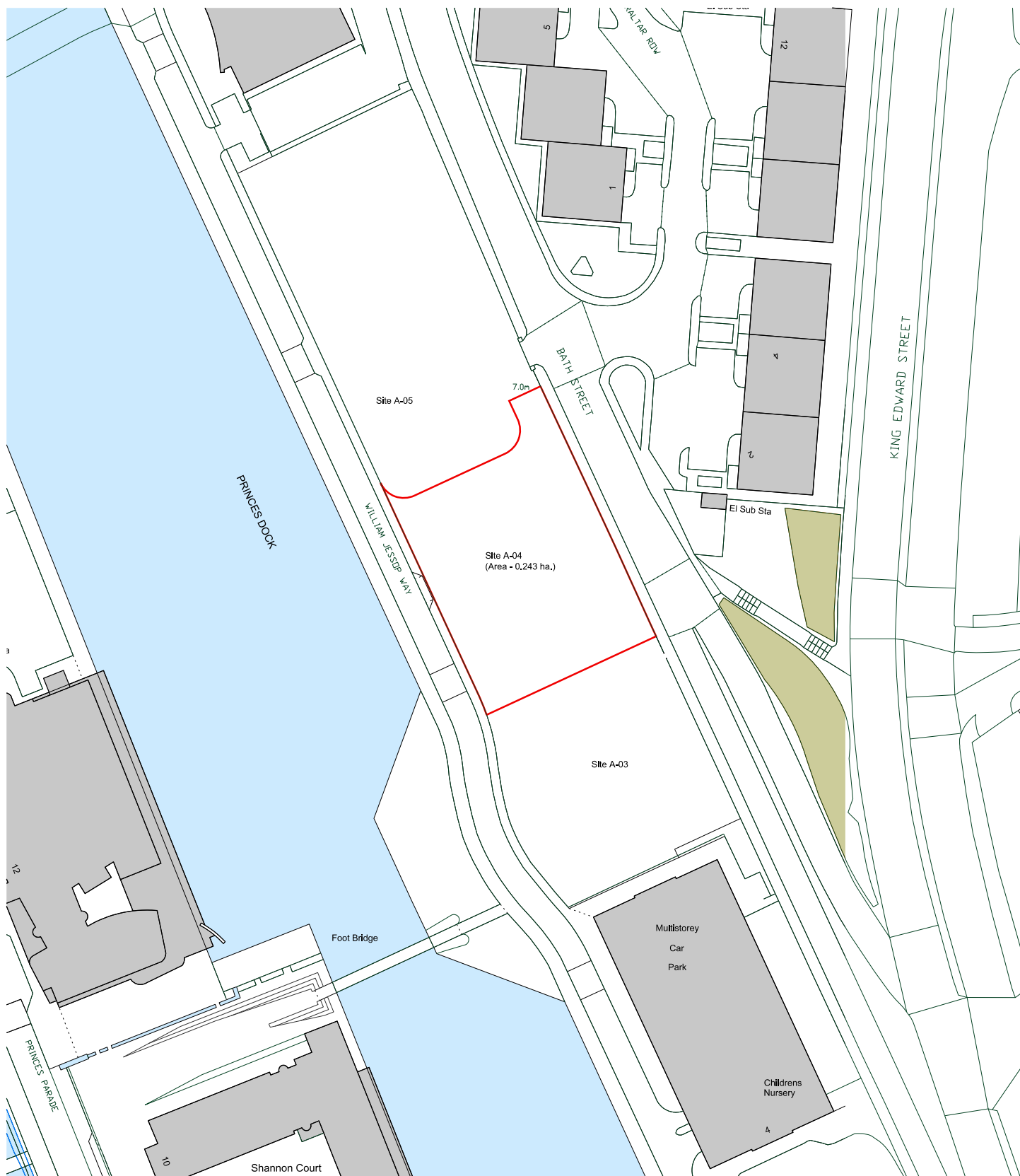
- Cultural Heritage and Archaeology
- Ground Conditions and Contamination
- Townscape and Visual Impact
- Noise and Vibration
- Transport and Access
- Daylight and Sunlight
- Wind
- Air Quality

This Scoping Report is based on information available at the time of writing and is not exhaustive. Additional information may become available that could alter the anticipated level of impact by the proposed development.

On behalf of the Moda Living, it is requested that a Scoping Opinion is obtained from LCC, in relation to the proposed development under Regulation 13 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011.

## Appendix A

### Location plan

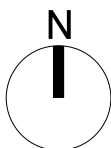


Site boundary (Area - 0.243 Hectares)

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Project Title  
**Princes Dock, Liverpool**

Drawing Title  
**Site Location Plan**

Client  
**MODA Living**

Drawn By Date  
**NT 08.03.2016**

Scale  
**1:1250 @ A4**

Project No.  
**P15-111**

Drawing No.  
**01-02-003**

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**Appendix B**

**Site Photographs**

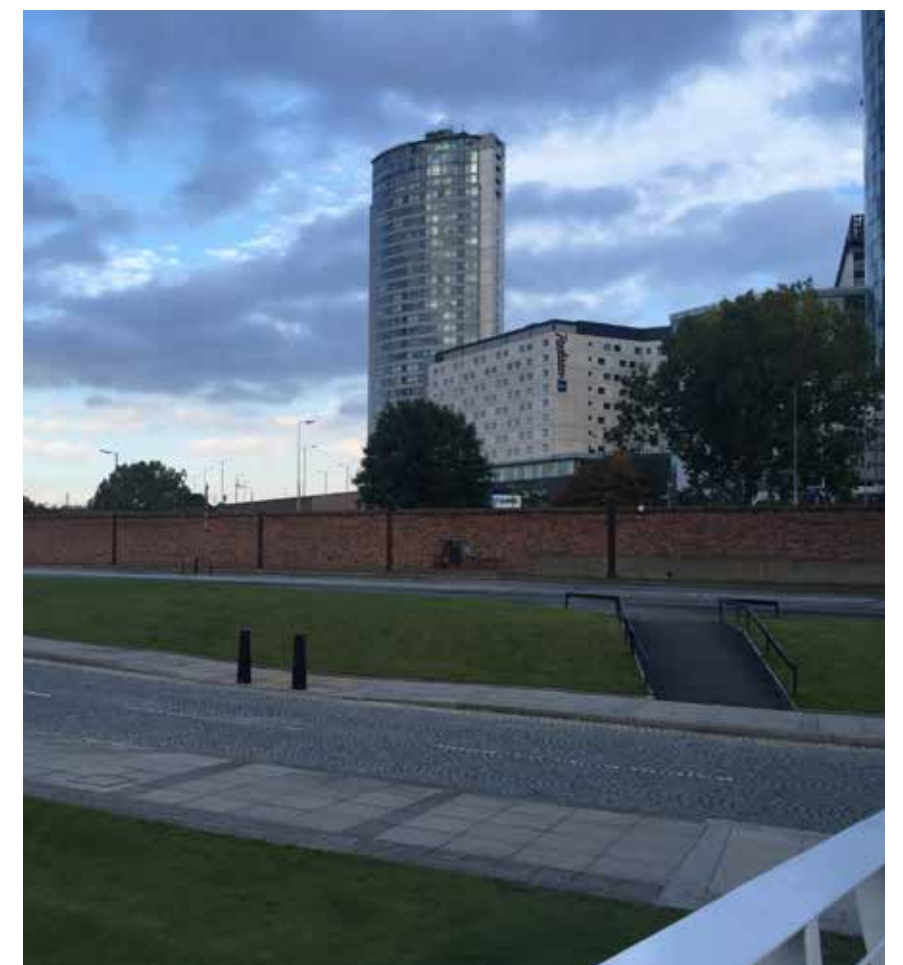
# PRINCES REACH, LIVERPOOL



View North, looking along New Quay



View North, from William Jessop Way



View into site from the Wishbone Bridge



Wishbone Bridge



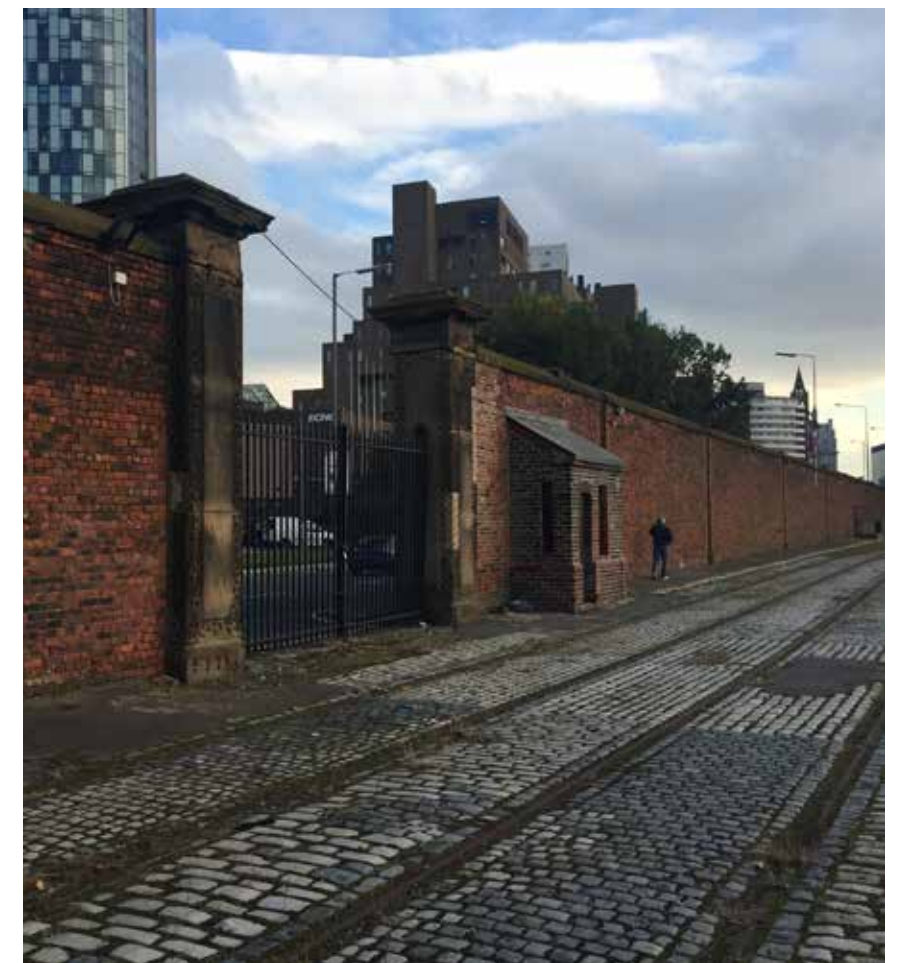
# PRINCES REACH, LIVERPOOL



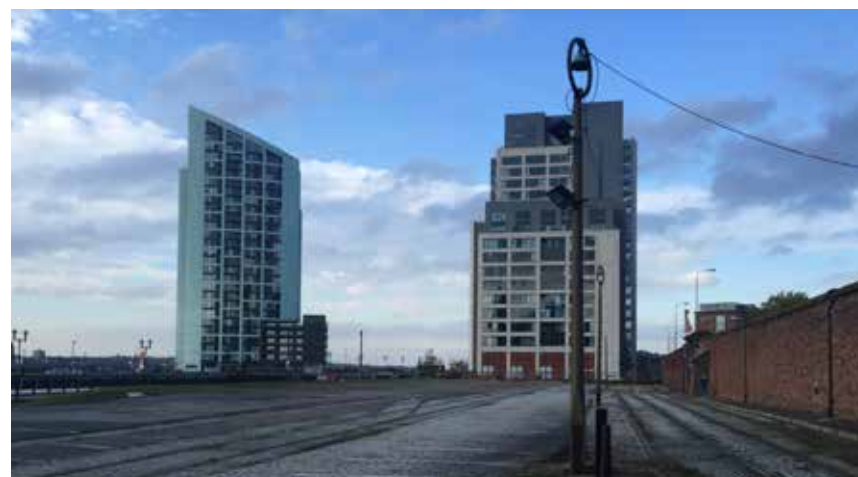
View South looking into the site.



View South looking into the site.



Listed dock walls and openings.



View North looking into the site.

## Appendix C

### Request for Screening Opinion

Peter Jones  
Liverpool City Council  
Planning Department  
Municipal Building  
Dale Street  
Liverpool  
L2 2DH

The Plaza, 12<sup>th</sup> Floor  
100 Old Hall Street  
Liverpool  
L3 9QJ  
United Kingdom  
0151 227 9397  
ian.ford@arup.com  
www.arup.com

10 March 2016

Dear Peter

**Princes Reach, Princes Dock  
Request for Screening Opinion under Regulation 5 of the Town and Country  
(Environmental Impact Assessment) Regulations 2011 as amended**

On behalf of our client, Moda Living, we write to request that the Council formally adopt a Screening Opinion under Regulation 5 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 as amended for the purposes of the Princes Reach site within Princes Dock, Liverpool.

**Overview**

The current screening requirements are detailed in the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 as amended (“the regulations”), Directive 85/337/EEC and 97/11/EC. Further guidance on EIA screening is also outlined in the Planning Practice Guidance.

The regulations require that projects listed in Schedule 1 will require an assessment, where a project that is listed in Schedule 2 should be reviewed by the local planning authority and should consider whether it is likely to have significant effects on the environment.

The proposed development is not classified as being listed in Schedule 1 therefore an assessment is not immediately required. Within Schedule 2 the type of scheme would fall under Paragraph 10(b) however as the overall area of the development does not exceed 0.5 hectares it is believed that a screening under this Schedule would also not be required.

However, as stated in regulation 2(1), a development which falls within a ‘sensitive area’ can still be classed as a Schedule 2 scheme and a screening opinion would be required with reference to Schedule 3 of the regulations in order to identify if the development would be likely to give rise to significant environmental effects.

Under the regulations, the definition of a ‘sensitive area’ includes World Heritage Sites. This site is located within the Liverpool Maritime Mercantile City World Heritage Site Buffer Zone (as identified in World Heritage Site SPD, 2009) but is not within one of the World Heritage Site Character Areas so should not be directly classed as a sensitive area.



Under Schedule 3, paragraphs 1 and 2 of the regulations the characteristics of development must be considered having regard in particular to the size of the development and the cumulation with other development. The environmental sensitivity of geographical areas likely to be affected by development must also be considered, in particular to the existing land use and the absorption capacity of the natural environment including densely populated areas and landscapes of historical, cultural or archaeological significance.

Paragraph 3 of Schedule 3 states the potential significant effects of development must be considered in relation to paragraphs 1 and 2 and have regard to:

- (a) the extent of the impact (geographical area and size of the affected population);
- (b) the transfrontier nature of the impact;
- (c) the magnitude and complexity of the impact;
- (d) the probability of the impact; and
- (e) the duration, frequency and reversibility of the impact.

In reference to the above, it is felt that the proposal's impact on the environment in consideration to its surrounding location which has development of similar scale will have some impression on its location due to heritage assets and views.

In line with the regulations, in order for the Council to reach a view on this screening opinion request, we have therefore provided the following information:

1. a plan sufficient to identify the land;
2. a brief description of the nature, scale and purpose of the development.

### **Plan**

A red line boundary for the scheme is enclosed to identify the land in question in addition to draft plans showing the proposed road network.

### **A Brief Description of the Development**

The proposal is for a full planning application to develop a private rented sector residential building of circa 300 units. The building will be approximately 115m which will result in circa 32 storeys. The entire development will be allocated as planning use class C3 (Dwellinghouses).

Liverpool City Council's Unitary Development Plan (2002) allocates the development site as a "site for various types of development" (UDP E6) and the Core Strategy submission draft (2012) shows the site as one of the "major opportunity sites". It is clear that this site is targeted for regeneration with a variety of land uses including residential, business and recreation supported within Princes Dock. The development proposal therefore complies with local policy.

As already stated, the site is not located within a sensitive area as defined within the regulations but is within the Liverpool Maritime Mercantile City World Heritage Site Buffer Zone and is adjacent to a World Heritage Site Character Area. It is not formally designated, either locally or nationally, for its landscape value and there are no Ramsar sites, National Nature Reserves, Special Protection Areas, Special Areas of Conservation or Sites of Special Scientific Interest within the site.

Within the extant outline planning permission for Liverpool Waters (10O/2424), the site is situated within plot A-04 (Parameter Plan 005 – Liverpool Waters Development Plots, November 2011).

Under this consent, this plot is to be a maximum of 126.8 metres (Parameter Plan 006 – Liverpool Waters Building Heights, November 2011) and has permission for use class A3 and C3. Although

this proposal is not part of the Liverpool Waters extant consent, the above description of the development shows it in conformity with the consented scheme within the outline proposal.

## **Conclusion**

It is with the above information Arup feel that an EIA would be beneficial for the project. Although the development does not fall directly within a sensitive area or a Schedule 1 or 2 criteria, it would be beneficial to show how the scheme ensures that the development. The proposal would be a major development along Liverpool's waterfront and could have an impact upon key views, the historic character of its locality and the surrounding environment in Princes Dock.

It is important to state that although several reports would need to be updated, there is a lot of information already set within the submitted Environmental Statement (November 2011) for the outline consent for the overall Liverpool Waters scheme (100/2424) which allowed this specific plot of similar quantum to already be approved in outline form. We will therefore be scoping out content we feel will not have a significant impact on the environment. Further details will be found in the Scoping Report.

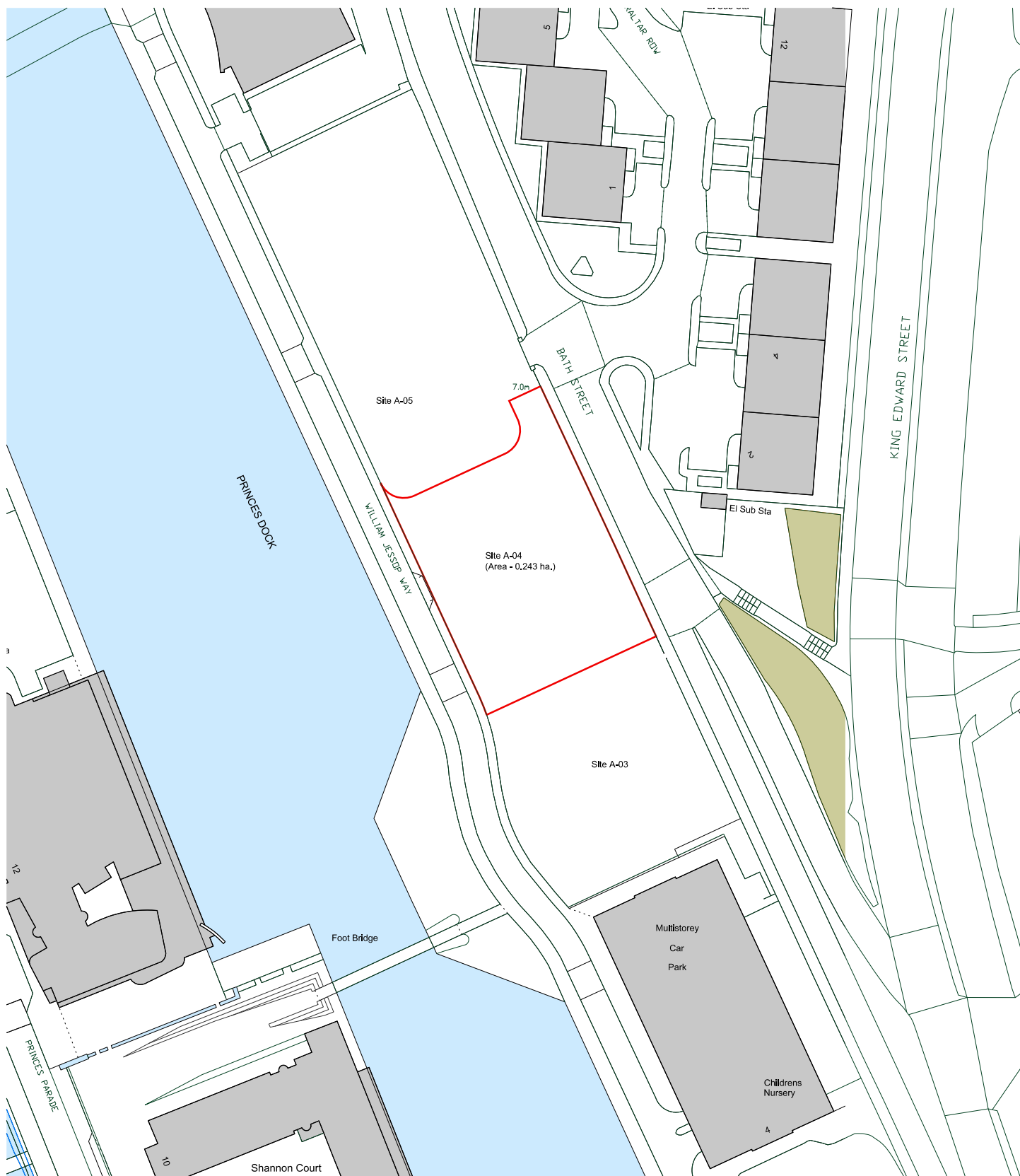
The design team would seek to protect and enhance the development site with continued discussions with key members of Liverpool City Council and through a detailed range of studies above and below ground to ensure the development is of high quality and does not negatively impact the city in anyway.

We trust that you have sufficient information by which to assess the screening opinion request. As stated under regulation 5 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 as amended, the local planning authority shall adopt a screening opinion within 3 weeks beginning with the date of receipt of a request. Therefore, please contact me if you require any further information to process this request.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Ian Ford', with a large, stylized loop at the end.

Ian Ford  
Planner  
Enc.

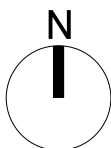


■ Site boundary (Area - 0.243 Hectares)

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Project Title  
**Princes Dock, Liverpool**

Drawing Title  
**Site Location Plan**

Client  
**MODA Living**

Drawn By Date  
**NT 08.03.2016**

Scale  
**1:1250 @ A4**

Project No.  
**P15-111**

Drawing No.  
**01-02-003**

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