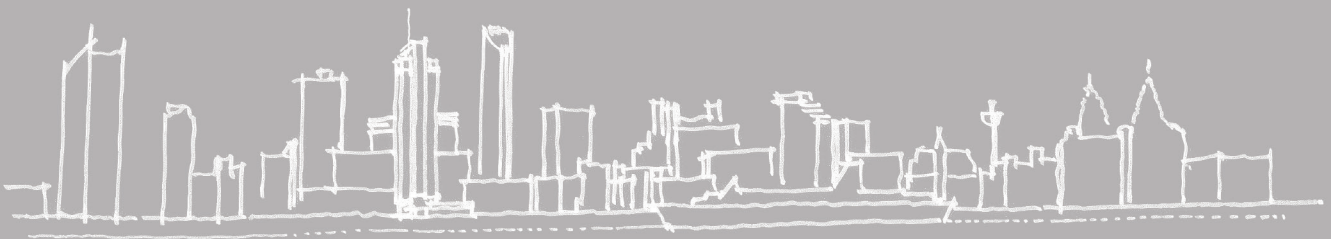




PRINCES REACH, PRINCES DOCK

ENVIRONMENTAL STATEMENT - NON TECHNICAL SUMMARY

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1 Introduction

1.1 Background

- 1.1.1** This document summarises the Environmental Statement (ES) which accompanies the planning application by MODA Living for the Princes Reach proposal to enable the construction of a 34 storey residential tower (Use Class C3) comprising 304 private rented sector apartments and 40 car parking spaces (2 disabled), 8 motorcycle parking spaces, 76 cycle parking spaces together with plant, storage, reception, residential amenity areas and hard and soft landscaping on currently vacant brownfield land at William Jessop Way, Princes Dock, Liverpool, L3 1QP (Northing 390793, Easting 333737).
- 1.1.2** The following chapters summarise each environmental discipline which has been assessed as part of the Environmental Impact Assessment (EIA) in non-technical language.
- 1.1.3** The Environmental Statement (May 2016) and associated appendices contains more detailed information on the project and each of the disciplines considered.

1.2 Environmental Impact Assessment

- 1.2.1** An EIA is a formal process by which environmental impacts of a proposal are assessed and where there is potential for a significant impact that cannot be avoided, works are identified to lessen the impacts through mitigation.
- 1.2.2** The ES reports on the findings of the EIA process and sets out areas where potentially significant environmental effects have been identified and the mitigation proposed to remedy predict effects.
- 1.2.3** The current screening requirements are detailed in the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 as amended (“the regulations”).
- 1.2.4** The proposal is not classified as being listed in Schedule 1 therefore an EIA 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 an assessment under this Schedule would also not be required.
- 1.2.5** 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 assessment would be required with reference to Schedule 3 of the regulations in order to identify if the proposal would be likely to give rise to significant environmental effects.
- 1.2.6** 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.

1.2.7 Although the proposal does not fall directly within a sensitive area or a Schedule 1 or 2 criteria, it would be beneficial to show how the proposal impacts the environment. 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.

1.2.8 The disciplines to be included with the ES were agreed with Liverpool City Council (LCC) through a scoping process. Scoping involves a consideration of how the development could potentially impact on the local environment, and identified those areas where those impacts might be significant.

1.2.9 LCC considered the scoping report produced for the proposal identified that the following topics should be assessed as part of the EIA:

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

1.3 Site Description

1.3.1 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.

1.3.2 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.

1.3.3 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.

1.4 The Proposal

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

“Full detailed planning application to enable the construction of a 34 storey residential tower (Use Class C3) comprising 304 private rented sector apartments and 40 car parking spaces (2 disabled), 8 motorcycle parking spaces, 76 cycle parking spaces together with plant, storage, reception, residential amenity areas and hard and soft landscaping on currently vacant brownfield land at William Jessop Way, Princes Dock, Liverpool, L3 1QP (Northing 390793, Easting 333737)”.

1.4.2 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”.

1.4.3 Full planning permission is sought and if granted will be controlled by planning conditions should further details be required before occupation of development.

1.4.4 The site benefits from outline planning permission (10O/2424) but this application is a standalone application to this permission and should not be seen as a reserved matters application in relation to conditions set within this outline consent.

1.4.5 However, the parameters and development principles that were derived following extensive testing and consultation with stakeholders for the outline consent have been used and worked with to enable the application to be of high quality and ensure that the application conforms to the original outline permission as much as possible (see Liverpool Waters Conformity Statement (May 2016) for further details).

1.4.6 As set out above in the development description, the land use proposed for this scheme is residential development. The scheme proposes 304 private rental sector (PRS) apartments with amenity space and facilities.

1.4.7 To support the proposal, 40 car parking spaces and 76 cycle parking spaces are proposed.

1.4.8 The total gross internal area comes to 27,360 sqm including car parking facilities, Servicing and plant room facilities totals 535sqm.

2 Environmental Impacts

2.1 Transport and Access

2.1.1 Transport and access related environmental impacts have been assessed under the themes of: severance, driver delay, pedestrian delay, pedestrian amenity, fear and intimidation, accidents and safety, and hazardous loads. Conducted in accordance with Institute of Environmental Management and Assessment (IEMA) guidance, this assessment concludes that the impact of the proposal under each of themes would be negligible.

2.1.2 Mitigation of construction phase impacts is suggested; in the form of a Construction Traffic Management Plan (CTMP). No other mitigation is deemed necessary. Subsequently, the cumulative impacts and residual impacts are also concluded as negligible.

2.1.3 The proposal is located in a highly sustainable location, which is reflected in the low number of car parking spaces proposed. Subsequently there are no transport-related impacts identified, subsequent to mitigation via a CTMP.

2.2 Noise and Vibration

2.2.1 An assessment of the likely significant noise effects of the proposal has been carried out. The potential of the following noise sources to affect the noise climate of the area has been assessed:

- temporary effects from the construction of the proposal; and
- operational noise from the proposal (building services noise).

2.2.2 In addition, an assessment of the suitability of the site for residential development (which is outside the scope of the EIA Regulations) has been conducted.

2.2.3 The detailed quantitative assessment of construction noise and vibration has been scoped out of the EIA because the nearest existing sensitive receptors are some distance from the development site. Additionally, the mitigation of construction noise is uncontroversial and well-rehearsed. It is considered that noise control can be secured by a suitably worded planning condition requiring a Construction Environmental Management Plan (CEMP) noise management plan to be put in place.

2.2.4 The detailed quantitative assessment of indirect road traffic noise on the wider road network has also been scoped out of the EIA. The number of parking spaces available to residents are very small and the proposal has good access to public transport, pedestrian and cycle accessibility. Therefore the additional traffic generated on the road network by the proposal will be small in the context of baseline traffic volumes.

2.2.5 The assessment has concluded that, with the implementation of best practical means (BPM), implemented through a Construction Environmental Management Plan (CEMP), the residual effects of noise and vibration as a result of the construction activity are assessed as not significant.

- 2.2.6** For operational noise (building services noise), target noise levels have been developed which will ensure that likely environmental effects relating to noise from these sources will be not significant. No construction noise or vibration mitigation is required other than adopting BPM through a CEMP.
- 2.2.7** For operational commercial noise, control measures will be determined during detailed design to ensure target noise levels are met. These control measures could be secured by a suitably worded planning condition.
- 2.2.8** No mitigation is necessary for road traffic noise on existing roads.
- 2.2.9** A noise impact assessment has been conducted for the proposal which considers the suitability of the development site for residential use. This is appended to the Environmental Statement.
- 2.2.10** Calibrated noise modelling has been employed to define façade noise levels in detail. Outline noise mitigation has been developed for the building envelope to ensure that internal noise levels achieve recognised standards for residential use. Glazing with enhanced sound insulation will be necessary in some parts of the building and the ventilation system being acoustically enhanced to meet required internal noise levels.
- 2.2.11** Therefore, subject to appropriate design, the proposal is suitable for residential use, consistent with the area having significant existing precedence for residential use. Mitigation will need to be developed further during detailed design and can be secured by a suitably worded planning condition.

2.3 Air Quality

- 2.3.1** An Air Quality Assessment has been carried out to assess the likely significant effects of the construction and operation of the proposal on local air quality.
- 2.3.2** The air quality assessment comprised:
- A desk based review of the existing air quality conditions at and in the vicinity of the proposed development site;
 - Qualitative assessment of construction dust emissions using the Institute of Air Quality Management construction dust guidance;
 - Qualitative assessment of emissions from traffic travelling to and from the proposed development;
 - Quantitative assessment of emissions from on-site combustion plant using dispersion modelling; and
 - Assessment of significance of effects using the latest Environmental Protection UK and Institute of Air Quality Management land use planning guidance.
- 2.3.3** During construction of the proposal, there will be a low risk to dust soiling and human health effects arising as a result of construction activities. During operation of the proposal no significant effects were identified as a result of additional traffic movements or emissions from on-site combustion plant proposed as part of the development.

2.3.4 Best practice mitigation measures have been proposed to control and minimise dust emissions from the construction activities on the proposed development site. With the implementation of these measures, it is anticipated that there will be no significant residual effects during demolition and construction of the proposed development.

2.3.5 Since no significant effects were identified from the operation of the proposed development, no significant residual effects are anticipated.

2.4 Archaeology and Cultural Heritage

2.4.1 A detailed assessment was undertaken of the likely significant effects of the proposal on the archaeology and cultural heritage of the application site and the surrounding area. The assessment was informed by desk-based studies, information from an archaeological watching brief carried out during ground investigation works, and a walkover survey.

2.4.2 The site and its immediate surroundings contain a number of ‘heritage assets’ – parts of the historic environment that have significance because of their historic, archaeological, architectural or artistic interest. These include the Princes Dock, the original buried dock walls, former buildings, railways, standing buildings, gates and historic surfacing.

2.4.3 The archaeological and heritage assessment has identified 3 heritage assets within the area of the proposal – the former sea wall, the dock wall (both below ground), and surfaces comprising setts and rail tracks. An additional 42 heritage assets have been identified within the vicinity of the development site. Because of the international significance of the WHS, a large number of the identified assets are of high or very high sensitivity. Of the 45 heritage assets, 16 are of very high sensitivity and 11 are high.

2.4.4 The assessment has indicated that there will be no potential direct impacts on the majority of these heritage assets, with the likely exception of below-ground remains of the Princes Dock wall and possibly earlier sea walls, not yet fully identified. The assessment demonstrates that the overall impact on heritage assets will be broadly neutral.

2.4.5 With mitigation through design, overall safeguards, and mitigation as proposed, it is concluded that the potential for negative impact can be satisfactorily controlled, in accord with relevant policy standards. There will be minor adverse impacts on the Princes Dock boundary wall, the Dockside Railway, the site of transit sheds and the Liver Building during the Construction stage. There will be no adverse impacts during the Operational stage.

2.4.6 The assessment identifies that any potential harm to heritage assets will be outweighed by the benefits offered. Following implementation of the mitigation measures, the proposal would not result in any significant adverse effects on heritage assets or features.

2.5 Daylight and Sunlight

- 2.5.1** To provide a prediction of change in daylight/sunlight performance following development of the Site, three assessments were completed including daylight availability, annual probable sunlight hours and amenity space sunlight exposure.
- 2.5.2** Daylight and sunlight were analysed using 3D computer simulation techniques, which compare the baseline and development scenarios. The baseline conditions were tested against the proposal in addition to the Liverpool Waters Outline Masterplan (committed development)
- 2.5.3** It was observed that the impact on all windows ranges from negligible to slight. Only one commercial property on Gibraltar Way was predicted to experience a noticeable reduction in daylight availability, but only marginally lower than 0.8 times the baseline value. A small number of windows on the Passport Office, Metropolitan House and the Liverpool Echo offices were also affected, but they typically experienced lower than ideal levels of daylight and sunlight exposure in the baseline scenario.
- 2.5.4** The local amenity spaces on New Quay and William Jessop Way were predicted to experience only marginal changes and the impact was therefore considered negligible.
- 2.5.5** When testing the proposal with the Liverpool Waters Outline Masterplan the simulations generally indicated that the impact on 623 of 1139 the windows assessed was negligible. The unaffected windows are generally those above Level 5 of the neighbouring buildings or those more distant from the proposed Liverpool Waters Outline Masterplan.
- 2.5.6** A substantial impact was predicted, in particular, on the lower five storeys of those properties located immediately to the north and east of the Liverpool Waters Outline Masterplan. The commercial accommodation on Princes Parade experienced a slight/negligible impact.
- 2.5.7** Both adjacent amenity spaces were predicted to receive at least two hours of sunlight and the William Jessop Way space only experienced a negligible impact. Part of the New Quay amenity space is being built upon as part of the outline masterplan and impact on this space is considered slight.

2.6 Ground Condition and Contamination

- 2.6.1** The potential effects of the development on ground and contamination conditions have been assessed following a baseline assessment of the current conditions at the site.
- 2.6.2** The most significant impacts of the proposal are considered to be during the construction phase when development work will expose existing soils, some of which may be contaminated. Overall, contamination in existing soils is considered to present only minor risks which can be reduced to a non-significant level by the adoption of appropriate routine control measures. Such control measures are likely to include clean up or remediation strategies and plans governing the movement or storage of soil, the quality of the soil retained on site

or brought to site and the storage of fuels and other chemicals used in the construction operations etc.

- 2.6.3** Hazardous ground gases may present a risk to the proposal. Further assessment is required to address this issue and if a significant risk is identified, a number of routine control measures are available to reduce these risks to a non-significant level. Ground stability and groundwater control will also be assured through suitable design and construction measures during excavation and groundworks.

2.7 Townscape and Visual Impact

- 2.7.1** The chapter describes the methods used to assess the impacts, the baseline conditions currently existing at the site and within the surroundings, the potential direct and indirect impacts of the proposal arising from potential townscape and visual effects, the mitigation measures embedded into the proposal or required in addition to prevent, reduce, or offset the impacts and any residual impacts. The assessment has been carried out with reference to the Guidelines for Landscape & Visual Impact Assessment, 3rd Edition, 2013 and with regard to relevant planning policy

- 2.7.2** A three-stage assessment process has been adopted; firstly the nature of receptors (sensitivity) has been assessed, secondly the nature of the effects (magnitude) likely to result from the proposed developed have been assessed. From this the overall significance of the identified effects on receptors have been assessed. The assessment also considers the cumulative townscape and visual effects.

- 2.7.3** The proposal does not contribute to the negative townscape effects when cumulative assessment is included. The proposals have been developed through an iterative process, and mitigation has been embedded into the design. As a result, the proposal is predicted to result in mostly 'beneficial impacts' to the townscape elements assessed, with the impact on Heritage Designations and Building Heights has been assessed as 'neutral'.

- 2.7.4** The scale and massing of the proposal, and its relationship with the nearby listed Royal Liver Building is also a key consideration. The height of the proposal although higher than any existing buildings on Princes Dock, is consistent with that of the buildings that characterise this area of the city, and the commercial district behind. The building becomes part of an existing cluster of taller buildings. This relationship with the Pier Head and the Three Graces is largely neutral. It doesn't alter the townscape setting of these buildings.

- 2.7.5** The visual assessment of the site demonstrated that the site is in a very prominent waterfront location, which is highly visible from the Wirral side of the River Mersey, from areas of higher ground to the east and south of Liverpool and certain framed view points from within the city centre.

- 2.7.6** A total of 18 principal viewpoints were identified and agreed with Liverpool City Council. Only one of the identified viewpoints is predicted to result in a Slight Adverse visual effect at the baseline assessment. This viewpoint (no. 7) is from the south west corner of the Albert Dock and is considered a highly sensitive view. The proposed building would slightly alter the silhouette of the Royal Liver Buildings against the skyline from this location.

2.7.7 When the cumulative assessment is included, several more views are assessed as having an adverse impact, these are views 2, 10, 12, 17 and view 18. This negative assessment is mainly due to the scale and height of the Shanghai tower parameter and the scale and height of the parameter adjacent to the Pier Head. The scale and proportion of both of these parameters are out of keeping with any existing buildings, and obscure views of the Royal Liver Buildings from the north and west and obscure views into Princes Dock from the Pier Head. These parameters do not improve the setting of the proposal; in fact, they detract from the largely beneficial or neutral impacts of the building.

2.7.8 In conclusion this study provides a townscape and visual impact assessment of the proposal at Princes Dock. The building will have a largely beneficial effect on the townscape of the Princes Dock neighbourhood. The building although tall and highly visible can become a part of the cluster of tall buildings which already exist with Princes Dock and the central business district.

2.8 Wind

2.8.1 The existing site is largely unsheltered from wind across the Mersey and any isolated building on the site will result in wind conditions that exceed the normally acceptable target criteria for windiness around buildings in typically more sheltered urban areas. The windiness along the Liverpool waterfront is well known.

2.8.1 Although this application is a standalone submission to the Liverpool Waters outline consent (100/2424) this site has consent for a 126.8m high building and forms part of the wider Princes Dock neighbourhood as part of the outline permission. There is potential to create a clustering effect of mutual shelter, which, in conjunction, with local mitigation and urban landscaping shows promise towards achieving acceptable conditions for everyday public access as the Liverpool Waters masterplan is built out, and more people use the area on a regular basis.

2.8.2 Wind tunnel studies to investigate effects of current and likely future surroundings were undertaken at RWDI's facility in Milton Keynes and were evaluated using the well-established Lawson LDDC criteria for acceptability of use for typical activities by pedestrians. This included investigation of the effects of current ideas for landscaping and local mitigation around the development. These studies are described in more detail in the technical section of the EIA and they support the general conclusions above.

2.8.3 Based on the above, the following recommendations are made:

a) The mitigation as tested to date does not fully satisfy normally acceptable standards of windiness around buildings, but has not been fully developed pending understanding of the timing of concurrent developments. Further development of mitigation around the proposed Development is therefore recommended as the wider development plans become clearer.

b) If the building is constructed in advance of other development within Princes Dock then special temporary measures are likely to be needed, such creating a sheltered corridor to ensure that safe access for pedestrians can be achieved in all

weather conditions. These would be developed as needed in the circumstances of the timing of the development and in conjunction with the City.

c) As more buildings are constructed, then the windiness and mitigation should be reviewed at each stage. A measure of cooperation between developers and the City in terms of planting, screening and fencing is likely to be needed to produce effective mitigation at all stages of the Master-plan development.

- 2.8.4** Based on the work carried out and the recommendations for mitigation above, the current massing proposal for the Development is acceptable for windiness in the context of the currently intended overall Princes Dock masterplan.

3 Conclusions

- 3.1.1** The overall aim of the ES is to provide an objective and systematic account of the significant environmental effects of the proposal and to assess the ability of the development site and the surrounding area of accept those impact.
- 3.1.2** This Non-Technical Summary of the ES provides a summary of this Statement.
- 3.1.3** The assessment presented in the ES and summarised within this document have considered the potential for significant environmental impacts to affect the baseline conditions as a direct/indirect result of the proposal. The baseline conditions are defined as the existing state of the environment and how it may develop in future in the absence of the proposal.
- 3.1.4** Assessments have been undertaken in accordance with best practice guidelines published by the relevant professional bodies. Each chapter's methodology section provides details of the assessment criteria and terminology in the context of that technical discipline.



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