Liverpool Zipwire

Townscape Visual Impact Assessment

Document Title:

MH-062-APP-E Long View Assessment of Effects

Refer to documents:

MH-062-R01 TVIA Main Report

MH-062-APP-A Theoretical View Locations

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Mitigation Measures

Development Stage	Mitigation Measures
During Construction	As the construction period is of a limited duration (approximately 12 months), in 2 phases **Phase 1** Main architectural and engineering changes to Tower and Roof of Library Significant mitigation to limit townscape and visual impacts is not anticipated. However, the following would be applied: Temporary protection of vulnerable features to be retained on adjacent structures would be undertaken in accordance with prevailing best practice; Construction areas would be laid out to minimise adverse impacts arising from temporary structures, construction activities and lighting; Use of construction site lighting outside normal working hours would be restricted to the minimum necessary for workforce and public safety, and for security. Directional luminaries would be used to limit unwanted light spills. Maintenance of tidy and contained site compounds. Hoardings erected around the area of construction works, for reasons of creating a visual barrier to construction activities and also as a safety measure to prevent access to the general public; Location of construction access points to avoid interference with front of/or main façades of buildings where possible. Temporal measures including the removal of all temporary structures and stockpiles when no longer required, and prompt reinstatement of construction areas; **Phase 2** Wire installation and testing The installation on the main wires would occurs over the shortest possible reasonable time period to minimise disruption to the city.
On Completion (Non-Operational) Mitigation	The Tower launch site will externally involve the removal of 2 existing windows. The choice of materials and colours for the tower launch area have been designed to match the existing tower colour palette where possible. The Library Roof landing area is constructed using materials and a colour palate to minimise visual intrusion by using a colour palate of light greys to help blend in with skies. The structure has been designed using minimal materials creating a light semi permeable structure to the onlooker. Solid enclosed shelter structures have been avoided on the roof to minimise creating solid silhouette changes except a small utility cabinet to the rear of the landing zone and an accessibility lift. The landing area material choice takes reference from top of building mobile phone masts which are a common city centre element. Lighting

	has been designed using directional luminaries which would be used to limit unwanted light spills. During hours on non-operation no lighting will be utilised (except dim fire safety lighting), unless in an emergency. The wire thickness is 12 mm and not the usual 28 mm to help reduce visual impact.
On Completion (Operational) Mitigation A culminative of the above 'On Completion Non-Operational' and Zip wire Users	Notwithstanding the above 'Non-Operational' mitigation measures, additional mitigation has been designed into the proposal during use. The operating time has been limited to reasonable operational hours. As a precedent, the nearest moving wire hung permanent proposal 'The Emirates Cable Car' (London) has operation hours which range from 16 hrs during busy periods and a minimum of 13 hrs. The Zipline is planned to be operational for 11 hrs to minimise impact, with its start time at 9 am to 8 pm finish. The suit colour for the normal Zip World brand is red, but specifically for this project a neutral grey has been chosen with some small hardly visible ZipWorld red badges to minimise skyline and view disruption. Limiting the riders to a maximum of approx. 36 riders per zipwire per hour. Non-operation on special days at allocated time slots for days such as remembrance Sunday, Easter Sunday, Christmas Day see planning statement for full details.
Reversibility of Whole Proposal	The proposal has 3 sections, Launch area, Zip Wire and Landing Site, each of which can easily be dis-assembled within approx. 20 weeks to restore the townscape to its original baseline with no perceivable change to any of the existing structures. This ability to be completely removed without noticeable trace has been factored into the Townscape and Visual Effects assessment as recommended by the Landscape Institute GLVIA3.

Long View Assessment of Effects Table

View Number	Location	View description In Bold:	Changes on View	Impact on View	Effect of Proposal on View
L1	Prior Wharfe	View from Residential and Mersey Footpath across river to Liverpool City panorama Sensitivity Medium Susceptibility High Scale of Sensitivity **Medium**	Wires not realistically perceivable, zip line users very insignificant, temporary blurred moving objects	Neutral Visual Effect	**Negligible**
L2	Woodside Pierhead	View from busy transport ferry hub and Mersey Footpath across river to Liverpool City panorama Sensitivity Low Susceptibility Medium Scale of Sensitivity **Medium**	Wires not realistically perceivable, zip line users very insignificant, temporary blurred moving objects	Neutral Visual Effect	**Negligible**
L3	Mersey Path	View from Mersey Footpath across river to Liverpool City panorama Sensitivity Low Susceptibility Medium Scale of Sensitivity **Medium**	Wires not realistically perceivable, zip line users very insignificant, temporary blurred moving objects	Neutral Visual Effect	**Negligible**

L4	Seacombe Ferry Terminal	View from busy transport ferry hub, and Mersey Footpath across river to Liverpool City panorama Sensitivity Low Susceptibility Medium Scale of Sensitivity **Medium**	Wires not realistically perceivable, zip line users very insignificant, temporary blurred moving objects	Neutral Visual Effect	**Negligible**
L5	Small Park Demesne St	View from local small elevated park across river to Liverpool City panorama Sensitivity Low Susceptibility Medium Scale of Sensitivity **Medium**	Wires not realistically perceivable, zip line users very insignificant, temporary blurred moving objects	Neutral Visual Effect	**Negligible**
L6	Wilson Rd	View from elevated residential street with frontages overlooking estuary to Liverpool City panorama Sensitivity Low Susceptibility High Scale of Sensitivity **Medium**	Wires not realistically perceivable, zip line users very insignificant, temporary blurred moving objects	Neutral Visual Effect	**Negligible**
L7	Egremont Ferry Public House area	View from elevated residential street with frontages overlooking estuary to Liverpool City panorama Sensitivity Medium Susceptibility High Scale of Sensitivity **Medium**	Wires not realistically perceivable, zip line users very insignificant, temporary blurred moving objects	Neutral Visual Effect	**Negligible**

L8	A565 Near Blackstone St intersection	View into city on busy road with a mixture of warehousing and open spaces Sensitivity Low Susceptibility Low Scale of Sensitivity **Low**	No view, due to local screening of both buildings and tress	None	**No Change**
L9	A5038 Near Blackstone St intersection	View into city on busy road with a mixture of tree lined edge and buildings Sensitivity Low Susceptibility Low Scale of Sensitivity **Low**	No view, due to local screening of both buildings and tress	None	**No Change**
L10	Mill Street Toxteth	View with tower directly in linear road vistas, but at a great distance Sensitivity Low Susceptibility High Scale of Sensitivity **Medium**	Due to aspect, views of wires would be mostly screened by tower, but, theoretically, slightly seen to the right of tower; however due to far location zip line users very insignificant, temporary blurred moving objects	Neutral Visual Effect	**Negligible**

Long View Summary

Views can generally be split into 2 types:

1. Those from the Birkenhead side of the river which have panoramas of a busy expanding city and little chance of noticing the proposal,
2. Those from the Liverpool side of the river, which are either restricted by local urban massing and tree screening, or from an aspect/distance which from its position limits the views to a faraway insignificant new proposal barely perceivable.

Conclusion

Therefore, effects are all considered to be **Negligible (not significant)** from these assessed view locations.