



Marine
Management
Organisation

Screening Opinion

Harbours Act 1964 (Schedule 3)
Title: Liverpool Cruise Terminal

Applicant: Liverpool City Council

MMO Reference: DC10147

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1. Proposal

The proposed works involves the development of a permanent Cruise Terminal Facility at the former Princes Jetty, Liverpool, to replace the existing temporary Cruise Terminal, which would close when the new facility becomes operational.

The proposed Development would comprise terminal building up to a maximum of 30m Above Ordinance Depth (approximately 22.45m above the existing ground level), with a Gross Internal Area of up to 13,000m² along with ancillary structures and associated development. The overall footprint of the terminal and has been based on cruise sector guidelines. In order to service the proposed larger cruise ships, new passenger access bridges and a new vehicular link span bridge are required, to connect the terminal and the vehicular access routes respectively to the existing Liverpool Landing Stage. A parking strategy will be developed to ensure the development includes sufficient on-site parking facilities for coaches, taxis, valet services and short-term parking for the Port of Call and Turnaround operations. Long-term parking for passengers will be provided for in off-site facilities within the City, as is presently the case.

Due to constraints with respect to available land, the proposals are for the demolition of the existing Princes Jetty to enable the Cruise Liner Terminal to be constructed within the River Mersey on a suspended deck.

A number of the existing buildings located on the Liverpool Landing Stage are also to be demolished, however, where practicable existing and serviceable buildings on the Liverpool Landing Stage will be incorporated into the proposals.

1.1 Project Background

The permanent facility would provide for larger ships with passenger numbers of typically 3,600 and a crew of up to 2,000. Due to the trend towards larger cruise ships the facility will be designed in order to provide flexibility in order to serve ships of up to 5,000 passengers. A larger terminal building, than that currently in use, is therefore required.

2. Location

The proposed development is located at Princess Parade, Liverpool, on the bank of River Mersey (Figure 1).

Figure 1: Liverpool Cruise Terminal



3. Environmental Impact Assessment (EIA)

Council Directive 2011/92/EU (as amended) on the assessment of the effects of certain public and private projects on the environment (“the EIA Directive”) aims to protect the environment and the quality of life by ensuring that projects which are likely to have significant environmental effects by virtue of their nature, size or location are subject to an EIA before permission is granted.

The Marine Management Organisation (MMO) considers that the proposed works are capable of falling under Annex II of the EIA Directive, specifically:

10 (e) ‘Construction of roads, harbours and port installations, including fishing harbours (projects not included in Annex I).’

In accordance with Schedule 3 of the Harbours Act 1964, the MMO must determine that an EIA is required in relation to the proposed works, if it is concluded that the project in question is likely because of its size, nature or location, to have significant effects on the environment. An assessment of the potential impacts is set out below:

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The works fall within the Liverpool Bay Special Protection Area, designated for the conservation of water birds.

The scale of the Development has the potential to introduce large scale passenger vessels to the area which could alter the existing townscape character, such as by affecting views to, through and from the Site. There are a number of monuments, residential properties, hotels and buildings within the Liverpool – Maritime Mercantile City World Heritage Site that could potentially be affected by the proposed Development. The site is also centrally located in the city, and the presence of larger vessels during operation could have significant impacts on the city centre including increased emissions from vessels, increased noise levels and navigational constraints.

A section of open water within the Mersey Estuary adjacent to the dockside will also be reclaimed as part of the development which could result in potential loss of habitat for nursing and spawning fish, and also loss of bivalve mollusc harvesting ground. Demolition and construction activities are likely to generate high levels of noise, which would impact nearby hotels, school and place of worship.

It is therefore the opinion of the MMO that the proposed activity as described will have significant effects on the environment and is thereby **screened in** to requiring an EIA under the Harbours Act 1964. Regard to the above points must be given when producing the subsequent Environmental Statement.

It must also be noted that any works would require a marine licence under the Marine and Coastal Access Act 2009.



Melissa Gaskell-Burnup
Marine Case Officer

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