



Marine
Management
Organisation

Scoping Opinion

Harbours Act 1964

Title: Liverpool Cruise Liner Terminal

Applicant: Liverpool City Council

MMO Reference: DC10147

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1 Proposal

Liverpool City Council are proposing the creation of a new cruise terminal at Princes Jetty, Liverpool. The proposed Development will enable the existing temporary cruise terminal to be replaced with a permanent and enlarged cruise terminal capable of accommodating the change in the cruise market to larger ships and rising passenger numbers.

1.1 Project Background

The development will include the creation of a new jetty at the existing redundant Princes Jetty site, upon which a new cruise ship passenger terminal would be built. The new cruise terminal will be connected to the existing landing stage by a 'linkspan' bridge and passenger walkways. The works will also include landscaping and associated infrastructure including short stay surface car parking for passenger drop off and pick up.

2 Location

The proposed Liverpool Cruise Terminal is located at Princes Jetty, River Mersey which is displayed in Figure 1 below.

Figure 1: Location of works



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 the proposed works to be an Annex II project under the EIA Directive 2011/92/EU, specifically:

Article 4(2) 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, should the MMO decide that the proposed application relates to a project which requires an EIA, the MMO must give the applicant an opinion, in writing, about the scope and level of detail of the information which the proposed applicant will be required to supply in an Environmental Statement (“ES”), if the application is made. This Opinion is set out below.

4 Scoping Opinion

Waterman Infrastructure & Environment Limited have prepared a Scoping Report on behalf of Liverpool City Council entitled “Liverpool Cruise Terminal: Environmental Impact Assessment Scoping Report for Harbour Revision Order and Marine Licence Applications” (“the Scoping Report”) which has been submitted to the MMO.

The MMO agrees with the topics outlined in the Scoping Report and in addition, we outline that the following aspects be considered further during the EIA and must be included in any resulting ES.

4.1 Nature Conservation Designations

The ES must thoroughly assess the potential for the proposal to affect designated sites. European sites (e.g. designated Special Areas of Conservation and Special Protection Areas) fall within the scope of the Conservation of Habitats and Species Regulations 2017. In addition paragraph 118 of the National Planning Policy Framework requires that potential Special Protection Areas (SPA), possible Special Areas of Conservation (SAC), listed or proposed Ramsar sites, and any site identified as being necessary to compensate for adverse impacts on classified, potential or possible SPAs, SACs and Ramsar sites be treated in the same way as classified sites. The development site could have a potential impact on the following designated nature conservation sites:

SPA

Liverpool Bay SPA

Mersey Narrows & North Wirral Foreshore SPA

Mersey Estuary SPA
Ribble & Alt Estuaries SPA

Liverpool Bay SPA was fully classified as an SPA on 31 October 2017. The site must be considered within any assessments coming forward as a whole site rather than two distinct sites. All interest features of the site need to be included in the ES and the most up to date citation for population figures of the birds must be used. As a result of the extension to the SPA, numbers of red throated diver and common scoter have also been amended, please refer to the site citation for up to date population numbers.

SAC

Dee Estuary SAC,
Sefton Coast SAC

Ramsar

Mersey Narrows and North Wirral Foreshore Ramsar, Mersey Estuary Ramsar
Ribble & Alt Estuaries Ramsar

SSSI

Mersey Narrows SSSI

The ES must include a full assessment of the direct and indirect effects of the development on the features of special interest within these sites and must identify such mitigation measures as may be required in order to avoid, minimise or reduce any adverse significant effects.

The MMO recommends that there must be a separate section of the ES to address the impacts upon European and Ramsar sites entitled 'Information for Habitats Regulations Assessment'. It is important that all impact pathways are considered including impacts both direct and indirect through all phases of the development including construction and operation.

The ES must consider the impact of the proposal on the breeding, passage and wintering birds that the SSSI, SPAs and Ramsar sites are designated for, and the habitats that support these species. The potential effects due to loss of intertidal feeding habitat due to the change in the hydrodynamic regime, bird disturbance and smothering of habitats must be included. The potential disturbance due to noise (resulting from piling) must be fully assessed. Suitable mitigation techniques, such as timing of the works must be implemented. The use of vibro-piling is the preferred method for minimising noise and vibration impacts on the environment, but where this is not feasible, a soft start method must be employed for percussive piling to deliver the required design depth only. The bird and noise data used in the assessment has to be of sufficient quality and current enough to be able to determine the level of impact of the development. The ES must consider the impacts on the features of the designated sites through operation of the jetty and future maintenance activity (any future dredging requirements) which will be required at the site.

4.2 Other Species and Habitats

4.2.1 Local habitats

The ES must consider any impacts upon local wildlife and geological sites. Local Sites are identified by the local wildlife trust, geo-conservation group or a local forum established for the purposes of identifying and selecting local sites. These sites are of county importance for wildlife or geodiversity. The ES needs to therefore include an assessment of the likely impacts on the wildlife and geodiversity interests of such sites. The assessment must include proposals for mitigation of any impacts and if appropriate, compensation measures.

The potential impact of the proposal upon features of nature conservation interest and opportunities for habitat creation/enhancement must be included within this assessment in accordance with appropriate guidance on such matters. Guidelines for Ecological Impact Assessment (EclA) have been developed by the Institute of Ecology and Environmental Management (IEEM) and are available on their website.

The ES must consider whether there is likely to be a loss of intertidal habitats due to the construction causing a change in the hydrodynamic regime within the estuary. The MMO recommends that the applicant must use modelling to assess the potential changes in the hydrodynamic functioning of the estuary (tidal propagation, tidal prism etc.) due to the development of the new berth. The ES must assess the additional boat wash resulting from more heavily laden vessels and present any evidence available on the current impacts of wash on the erosion of the intertidal and subtidal habitats in the area.

4.2.2 Protected species

The ES must assess the impact of all phases of the proposal on protected species. Records of protected species should be sought from appropriate local biological record centres, nature conservation organisations, groups and individuals; and consideration must be given to the wider context of the site for example in terms of habitat linkages and protected species populations in the wider area, to assist in the impact assessment.

The conservation of species protected by law is explained in Part IV and Annex A of Government Circular 06/2005 Biodiversity and Geological Conservation: Statutory Obligations and their Impact within the Planning System. The area likely to be affected by the proposal must be thoroughly surveyed by competent ecologists at appropriate times of year for relevant species and the survey results, impact assessments and appropriate accompanying mitigation strategies included as part of the ES. Surveys must always be carried out in optimal survey time periods and to current guidance by suitably qualified and where necessary, licensed, consultants. There is standing advice for some protected species which includes links to guidance on survey and mitigation.

MMO is aware that records of starlet sea anemone (*Nematostella vectensis*) have been identified through survey work in association with the proposed works. This species is protected under Schedule 5 of the Wildlife and Countryside Act 1981. It is advised that the onus is on the developer to ensure they are compliant with the

legislation. MMO expect to see evidence provided within the ES to demonstrate compliance with regard to the legislation.

The ES must thoroughly assess the impact of the proposals on habitats and/or species listed as 'Habitats and Species of Principal Importance' within the England Biodiversity List, published under the requirements of S41 of the Natural Environment and Rural Communities (NERC) Act 2006. Section 40 of the NERC Act 2006 places a general duty on all public authorities, including local planning authorities, to conserve and enhance biodiversity.

A habitat survey (equivalent to Phase 2) must be carried out on the site, in order to identify any important habitats present. In addition, ornithological, botanical and invertebrate surveys should be carried out at appropriate times in the year, to establish whether any scarce or priority species are present. The ES must include details of:

- Any historical data for the site affected by the proposal (e.g. from previous surveys);
- Additional surveys carried out as part of this proposal;
- The habitats and species present;
- The status of these habitats and species (e.g. whether priority species or habitat);
- The direct and indirect effects of the development upon those habitats and species;
- Full details of any mitigation or compensation that might be required.

The development must seek, where possible, to avoid adverse impact on sensitive areas for wildlife within the site, and if possible provide opportunities for overall wildlife gain.

4.2.3 Invasive Species

The risk posed by invasive, non-native species (INNS) within the existing dock must be considered and fully assessed. MMO expects to see reference to biosecurity and INNS in the EIA. Non-native marine species are known to inhabit Liverpool Docks (e.g., the striped sea squirt *Styela clava* and the orange-striped green anemone *Haliplanella lineata*). Under the Wildlife and Countryside Act 1981, it is illegal to release or allow to escape any animal which is not ordinarily a resident of the UK. It will therefore be necessary to determine whether such species are likely to be present within the proposed development area and, if so, take necessary measures to avoid their release into the wider marine environment during the construction phase. The possible impacts of releasing any non-native marine species needs to be included in the EIA.

4.3 Benthic Ecology

It is not clear from the Scoping Report whether data on benthic invertebrate communities specifically within designated sites will be used or collected. These animals provide a source of food for bird species that the SPA sites are designated

to protect, and therefore if any sites could possibly be affected by the proposed development then it will be necessary to obtain data that will allow the impact on benthic communities within them to be assessed. This must be included in the ES.

4.4 Coastal Processes

The EIA must consider whether there is likely to be a loss of intertidal habitats due to the construction causing a change in the hydrodynamic regime within the estuary. MMO recommends that modelling must be used to assess the potential changes in the hydrodynamic functioning of the estuary (tidal propagation, tidal prism etc.) due to the development of the new berth. The modelling of sediment transport will also need to include some analysis of the impacts upon sensitive receptors. For example, the modelling also needs to consider the fate of disturbed sediments and whether this could lead to, for example, smothering of benthic habitats. It is likely that the importance of the effects will be different for the construction and operational phases. The Approach and Methodology (Section 4.12.3) of the Scoping Report needs to specifically consider the differences between the model set-ups for each case needed to capture the necessary results.

The ES must consider the importance of the modification of the wave field around the new facility (including under storm and possibly storm surge conditions) to examine if there will be significant refraction or diffraction effects that might affect the facility or affect adjoining structures. If determined to be of importance, this also needs to be incorporated into the modelling study (using SWAN or one of the appropriate modules within TELEMAC3D).

Successful modelling of sediment transport is highly dependent on the correct assessment of the bed sediments in the region, in terms of the type, grain size and strength. HR Wallingford SEDPLUME-RW, Lagrangian, particle tracking model is proposed to be used. HR Wallingford will be able to advise on the density of bed sediment survey appropriate to their modelling and included in the ES. This sampling could be conducted at the same time as the grab samples for the benthic survey and for the sediment sampling suggested in Section 4.12.4 by the Mersey Environmental Advisory Service's EIA Scoping Response for analysis for chemical contamination.

There is no specific mention of modelling the general suspended sediment concentration (SSC) in the region. Particularly in the construction phase it is likely that significant sediment will be re-suspended and transported. Modelling must include an examination of the extent of the sediment plume and its possible impacts on sensitive habitats. Section 4.12.2 identifies the importance of "Modifications to the transport of estuarine sediments" but this implies a knowledge of the present sediment transport, background SSC and recent morphology changes (unless the whole study is just modelling without real world verification). The information required above can probably be addressed in the ES through a desk study of the literature, without the need for specific physical surveys of sediment or morphological changes in the Mersey. It is a region that has been well studied over many years. This would help to put any changes in sediment transport, SSC and estuarine morphology from the TELEMAC3D modelling in context. However, The North West Inshore Fisheries Conservation Authority (NWIFCA) have received information from fishers in the

Mersey that tidal effects and sedimentology have changed since completion of Liverpool 2 which have affected cod spawning grounds, and build-up of sediments on the east side of the estuary. Using data from before these effects alone may give inaccurate baseline.

The ES must assess the additional boat wash resulting from more heavily laden vessels and present any evidence available on the current impacts of wash on the erosion of the intertidal and subtidal habitats in the area.

4.5 Fish Ecology and Fisheries

4.5.1 Fish Ecology

The ES must include estuarine/marine and migratory fish and significant impacts arising during demolition, construction and operation of the proposal (where applicable) must be assessed. The degree to which these impacts occur will depend upon noise magnitude, duration and timing. Piling works is a particularly well known source of damaging noise in the aquatic environment and noise transmission in the Estuary must be modelled to better understand its impacts and mitigation.

Indicative spawning and nursery grounds in Coull et al., (1998) and Ellis et al. (2012) need to be utilised in the ES to provide a more comprehensive description of the importance of the Mersey Estuary to marine fish. There are additional evidence sources regarding marine/estuarine and migratory fish which could be incorporated into the ES. These include Potts and Swaby (1993) and the 2016 Annual Stock Status Report for Atlantic salmon.

As mentioned above, according to Coull et al. (1998) and Ellis et al. (2012), nursery and spawning grounds for several marine fish may extend into the Mersey Estuary. These include herring (*Clupea harengus*), sprat (*Sprattus sprattus*), sandeel (*Ammodytidae*), sole (*Solea solea*), plaice (*Pleuronectes platessa*), whiting (*Merlangius merlangus*) and cod (*Gadus morhua*). It is requested that indicative spawning and nursery grounds identified in Coull et al. (1998) and Ellis et al. (2012) are included in the ES to provide a more comprehensive description of the importance of the Mersey Estuary to marine/estuarine fish. Potts and Swaby (1993) contains a summary of fish in the Mersey Estuary from a range of published and unpublished literature. Also, Langston et al. (2006) produced a characterisation of the Mersey Estuary Special Protection Area, which contains information about fish present in the Mersey Estuary.

‘The permanent loss or significant disturbance of riverbed habitats, and the resulting impact on benthic communities’ has been scoped in as a potential effect (Subsection 4.11.2). Riverbed habitats can provide important spawning and feeding habitats for marine and estuarine fish and must therefore be scoped into the assessment.

4.5.2 Migratory Fish

The Mersey River and Mersey Estuary is of importance to migratory fish; Atlantic salmon (*Salmo salar*), river lamprey (*Lampetra fluviatilis*), sea lamprey (*Petromyzon marinus*) and European eel (*Anguilla anguilla*). Also, sea trout (*Salmo trutta*) have

been reported to be present in the Mersey (Jones, 2006) and it is reasonable to assume that if Atlantic salmon are present then sea trout will also be present. The ES must fully consider the importance of the Mersey Estuary for the passage of migratory species and the effects from both the construction and operational phase of this development.

The Environment Agency (“EA”) has published data on fish counts in the Mersey in the National Fish Populations Database¹. The EA may also be able to provide more recently available plankton/ichthyoplankton data that they have collected in the area.

The 2016 Annual Stock Status Report for Atlantic salmon may provide useful contextual information regarding salmon fishing and the status of river stocks in the region surrounding the proposal.

The 2010 North West Eel Management Plan and the 2015 Eel Management Plan Progress Report may provide useful information for inclusion in the ES. This is in relation to eel population information in the regional water bodies, management measures and the status of eel stock in the north-west.

4.5.3 Commercial/non-commercial fishing

In the Scoping Report there is no reference to commercial or non-commercial fishing. The potential impacts on commercial charter boat operators in the Mersey, and other types of commercial fishing must be scoped in. There is a wide variety of commercially exploitable fish species recorded, including cod, whiting, herring, plaice and flounder. Commercial fishers and charter boat operators are important users of the river who could be adversely affected by the project – both during construction and operation. The assessment should look at the socio-economics along with direct impacts on fish and shellfish stocks within the immediate area and the cumulative affects the project may have within Liverpool Bay. The River Mersey is an important fishing ground and the potential impact on stakeholders should be considered.

It would be beneficial to consult with North Western Inshore Fisheries and Conservation Authority and local fishing/angling associations to gather evidence to characterise any fishing activity being conducted in the Mersey estuary which may be directly or indirectly affected by the proposal.

4.6 Archaeology / Cultural Heritage

This development could potentially have an impact upon a number of designated heritage assets and their settings in the area around the site. In line with the advice in the National Planning Policy Framework (NPPF), the ES must contain a thorough assessment of the likely effects which the proposed development might have upon those elements which contribute to the significance of these assets.

An initial assessment shows a number of designated heritage assets within 0.5km of the proposed development. The MMO highlight, in particular, the following:

¹ <https://data.gov.uk/dataset/national-fish-population-database-load-statistics>

- The Liver Building
- The Cunard Building
- The Port of Liverpool Building
- Liverpool Maritime Mercantile World Heritage Site and its Buffer Zone
- Memorial to the Hero's of the Marine Engine Room
- The Church of Our Lady and St Nicholas

The ES must review the potential impacts on non-designated features of historic, architectural, archaeological or artistic interest, since these can also be of national importance and make an important contribution to the character and local distinctiveness of an area and its sense of place. This information is available via the local authority Historic Environment Record (www.heritagegateway.org.uk) and relevant local authority staff.

The MMO recommend that you involve the Conservation Officer of Liverpool City Council and the archaeological staff at Merseyside Environmental Advisory Service in the development of this assessment. They can advise on: local historic environment issues and priorities; how the proposal can be tailored to avoid and minimise potential adverse impacts on the historic environment; the nature and design of any required mitigation measures; and opportunities for securing wider benefits for the future conservation and management of heritage assets.

Given the surrounding landscape character, this development is likely to be visible across a very large area and could, as a result, affect the significance of heritage assets at some distance from this site itself. MMO expects the assessment to clearly demonstrate that the extent of the proposed study area is of the appropriate size to ensure that all heritage assets likely to be affected by this development have been included and can be properly assessed. It is important that the assessment is designed to ensure that all impacts are fully understood. Section drawings and techniques such as photomontages are a vital part of this and must be included in the ES.

The assessment must also take account of the potential impact which associated activities (such as construction, servicing and maintenance, and associated traffic) might have upon perceptions, understanding and appreciation of the heritage assets in the area. The assessment must also consider, where appropriate, the likelihood of alterations to drainage patterns that might lead to *in situ* decomposition or destruction of below ground archaeological remains and deposits, and can also lead to subsidence of buildings and monuments.

The creation of a new Cruise Terminal Facility on Liverpool waterfront will facilitate the continuation of an established use, and would allow cruise ships of greater scale to berth in the city than previously seen. The Scoping Report sets out the intention to consider the potential impacts of the construction of a permanent facility on the surrounding designated heritage assets, which is welcomed. In addition, the potential impacts of the cruiser liners themselves must also be evaluated as they would be a large scale entity positioned within key views of both the Pier Head and the Liverpool Maritime Mercantile World Heritage Site and its Buffer Zone. Evidence that this methodology is already being utilised is shown within the visual assessment

appended to the Scoping Report, but it is recommended that this approach is carried through into the main body of the text.

The site is situated partially within the Liverpool Maritime Mercantile World Heritage Site, and partially within its Buffer Zone. Whilst the Scoping Report makes reference to the need to consider the potential impacts of the proposed development on the Outstanding Universal Value of the designation, this analysis must be carried out in a separate Heritage Impact Assessment (HIA), with the findings incorporated into the main body of the ES.

The HIA will need to comply with the guidance set out in appendix four of the International Council on Monuments and Sites (ICOMOS) Guidance on Heritage Impact Assessments for Cultural World Heritage Properties and be included, in full, as a technical appendix of the ES.

4.7 Navigation / Other Users of the Sea

A marine Navigation Risk Assessment (NRA) must be included in the ES under a 'Shipping and Navigation' chapter. This risk assessment needs to detail proposed risk mitigation measures, including any proposed alteration to aids to navigation in the area, particularly during the construction phase of this project.

A NRA must be undertaken to supply detail on the possible impact on navigational issues for both Commercial and Recreational craft. The NRA must address issues such as:

- Collision Risk
- Navigational Safety
- Visual intrusion and noise
- Risk Management and Emergency response
- Marking and lighting of site and information to mariners
- Effect on small craft navigational and communication equipment
- Proposed risk mitigation measures, including and aids to navigation deemed necessary.

Various types of marine employment may be at risk from both the construction and operational phase of this development and must be scoped into the ES.

4.8 Water Quality

Water quality as a receptor has been scoped out of the ES with a statement that topics will be covered under other chapters. This is acceptable provided water quality is adequately considered in the ES.

The scope of the 'Coastal Processes, Sediment Transport and Contamination' chapter does not explicitly discuss water and/or sediment quality. In this chapter the release of contaminated sediment into the marine environment is not considered as

a potential effect, although it is stated that 'during the construction phase there may be sediment releases during reclamation or piling. There is also the potential for increases in SSC during any requirement for future dredging works. An increase in SSC has the potential for smothering of sensitive habitats. The ES must consider the potential volume of sediment which may be re-suspended and establish if sediment contaminant testing is necessary. It must also include information on the sediment quality and the potential for effects on water quality through suspension of contaminated sediments, as well as identify whether increased SSC resulting from construction are likely to impact upon the interest features and supporting habitats of any designated sites.

The ES must also consider an increase in the pollution risk as a result of the increased number and size of vessels the berth will accommodate during the operation of the development.

4.8.1 Water Framework Directive (WFD)

MMO requires that the assessment work considers the relevant WFD hydromorphology supporting quality elements as potential effects (or receptors). It is likely that a WFD assessment will be required as part of any marine licence application and it is recommended the scope for this is agreed as early as possible.

This will allow the applicant to identify the combined survey and monitoring requirements for both EIA and WFD assessment purposes, reduce duplication of effort and identify any data gaps at an early stage.

A large amount of modelling and assessment work has been carried out for other large developments in the Mersey Estuary. The MMO recommends that this work is reviewed to provide further evidence to support the EIA and WFD assessment.

4.9 Dredge and Disposal

No mention is made of dredging (either capital or maintenance) within the Scoping Report. If dredging is required a sediment contaminant survey will be required under the OSPAR guidelines to support a marine licence application and must be undertaken by an MMO certified laboratory.

If any dredging or disposal is required then the scope of the report is not adequate and the MMO expects to see an assessment of the impacts of dredging and disposal on marine receptors in the ES. If a new disposal site is proposed a detailed disposal site characterisation will need to be undertaken.

4.10 Pollution

4.10.1 Noise and Vibration

The Scoping Report does not detail direct or indirect impact pathways with regard to marine fauna. Due to the limited details of the proposed construction works, it is difficult to anticipate what the potential effects may be. However, the MMO expect

that the potential effects of underwater noise and vibration are considered in the ES where applicable.

Whereas noise and vibration effects have been dealt with separately under terrestrial assessment, vibration has been omitted from the section on Marine Ecology, and their effects may differ from noise effects which have been scoped in, therefore these effects must be included in the ES. Underwater noise and vibration must be treated as two separate effects. It would make sense to include this within the Marine Ecology chapter, rather than the Noise and Vibration chapter, which predominantly addresses airborne noise and vibration.

4.10.2 Soil and Groundwater Contamination

There is the potential for groundwater and surface water contamination. Section 4.10 of the Scoping Report states that “Geological maps for the area indicate the anticipated geology underlying the site is likely to comprise made ground of a depth of up to approximately 13m, underlain by Tidal Flat Deposits and Glacial Till” and that there is a potential risk of contamination of groundwater and surface water resources during the demolition and construction works. It is therefore important that TELEMAC modelling is sufficiently extensive in terms of dispersion and dilution for the fate of any contamination released during construction to have been assessed.

4.11 Risk of Major Accidents and Disasters Relevant to the Project (including those caused by Climate Change)

The England Biodiversity Strategy published by Defra establishes principles for the consideration of biodiversity and the effects of climate change. The ES must reflect these principles and identify how the development’s effects on the natural environment will be influenced by climate change, and how ecological networks will be maintained.

4.12 Additional Points

The ES must include a description of the following aspects in relation to construction of the proposed development:

- Likely programme and sequencing of Site works;
- Description of the demolition works;
- Anticipated types of piling, foundations, ground engineering likely to be employed;
- Description of structures to be constructed within the Mersey;
- Outline methods of construction; and
- Working hours.

5 Cumulative Impacts & In-Combination Impacts

The ES must include an impact assessment to identify, describe and evaluate the effects that are likely to result from the project in combination with other projects and activities that are being, have been or will be carried out. The following types of projects should be included in such an assessment, (subject to available information):


- existing completed projects;
- approved but uncompleted projects;
- ongoing activities;
- plans or projects for which an application has been made and which are under consideration by the consenting authorities; and
- plans and projects which are reasonably foreseeable, i.e. projects for which an application has not yet been submitted, but which are likely to progress before completion of the development and for which sufficient information is available to assess the likelihood of cumulative and in-combination effects.

MMO is aware of the number of proposed developments due come forward either within the parameters of the outline permission for Liverpool Waters or outside of this outline permission for the scheme. This scheme must be thoroughly considered within the in-combination assessment and MMO expects to see the exploration of in-combination impact with Wirral Waters due to the close proximity and potential impact to the same designated sites as discussed in the Nature Conservation Designations section above. In addition, the cumulative effects from proposals from the length of the tidal extent of the river must be assessed, and this must include effects on marine/estuarine migratory fish.

6 Conclusion

The topics highlighted in this scoping opinion must be assessed during the EIA process and the outcome of these assessments **must** be documented in the ES in support of the marine licence application and any associated planning application(s).

This statement, however, should not necessarily be seen as a definitive list of all EIA requirements. Given the scale and programme of these planned works other work may prove necessary.



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16/03/18