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Jones Lang LaSalle

Marine Policy Assessment

Land at Princes Jetty, Princes Dock, Liverpool Waters

Liverpool City Council and Mersey Docks and Harbour Company Limited

Contents

1 Introduction

Introduction

1.1 JLL has been instructed by Liverpool City Council ('LCC') to prepare this Marine Policy Assessment in support of the application submitted by Mersey Docks and Harbour Company Ltd to the Marine Management Organisation ('MMO') for a Harbour Revision Order ('HRO') pursuant to Section 14 of the Harbours Act 1964 to authorise the construction and maintenance of works forming part of the Development within the Port of Liverpool. The Mersey Docks and Harbour Company Ltd is the Statutory Harbour Authority for the Port and Harbour of Liverpool. Liverpool City Council are also applying to the MMO for a Marine Works Licence pursuant to Section 65 of the Marine and Coastal Access Act 2009.

1.2 In considering the applications for the Harbour Revision Order ('HRO') and the Marine Works Licence it is important to have regard to the marine policy documents which include the UK Marine Policy Statement (MPS) and Marine Plan. This Statement has been prepared on behalf of the Applicants, to support the application for development consent.

1.3 The HRO and Marine Works Licence Applications have been made in relation to the proposal for a new cruise liner terminal facility on the site of Princes Jetty at Princes Dock within the Liverpool Waterfront which has been granted planning permission by Liverpool City Council. The HRO and Marine Works Licence applications seek consent for the construction of a new cruise ship terminal facility and supporting infrastructure to replace the existing temporary cruise ship terminal. The main elements of the proposed Development comprise:

- the demolition of the existing timber and concrete decked jetties (known as Princes Jetty);
- the construction of a reinforced concrete suspended deck together with the creation of a new terminal building, with a gross floor area of approximately 10,000m^2, for use as a baggage hall, passenger lounges and other associated facilities;
- the construction of a vehicular and pedestrian linkspan bridge approximately 85 metres in length connecting the new terminal building with the existing landing stage; the construction of a new floating pontoon approximately 20 metres in length connecting the new linkspan bridge with the existing landing stage;
- modifications to the existing landing stage, including the removal and relocation of the existing pilot boat launch facility, works to the existing walkway cover, the existing lower terminal buildings and the existing linkspan bridge; and
- the removal of existing and the construction of new steel mono pile mooring dolphins,

The Site

1.4 The site is located within the Princes Dock neighbourhood of Liverpool. The site broadly follows a north south alignment (alongside and including Princes Parade) between Princes Dock to the east and the River Mersey to the west.

1.5 At the northern end of Princes Dock are the remnants of the old landing stage (Princes Jetty) and open areas of the River Mersey. The jetty is a timber and concrete structure which is in a state of disrepair and not publicly

accessible. Two mooring dolphins are located within the River, these are currently used in association with the operation of the Liverpool Landing Stage.

Planning History

1.6 As previously indicated, the site is wholly within the red line boundary of the extant Liverpool Waters Outline Planning Consent 10O/2424, which granted permission for the comprehensive regeneration of the Liverpool dockland on 19 June 2013. A non-material amendment (ref: 18NM/2766) to the outline consent was granted by Liverpool City Council in October 2018. Additionally, a number of pre-commencement conditions attached to the outline consent have been discharged, including the Princes Dock Neighbourhood Masterplan, which has now been approved.

1.7 In April 2018 Liverpool City Council granted consent for a hybrid planning application (Reference 17O/3230) for the proposed developments as described in Paragraph 1.3 above (which, includes demolition of a number of structures including the Princes Jetty and redundant mooring dolphins along with the construction of a new cruise liner terminal on a suspended deck structure along with other associated works). Outline consent was granted for the construction of the terminal, while detailed consent was granted for the demolition works.

1.8 The site falls wholly within the site boundary for the Cruise Terminal Planning Permission [Ref: 17O/3230]

2 Marine Policy

UK Marine Policy Statement

2.1 The Marine Policy Statement (MPS) is the framework for preparing Marine Plans and taking decisions affecting the marine environment. It contributes to the achievement of sustainable development in the United Kingdom marine area. The MPS is the framework for these marine planning systems. It provides the high level policy context within which national and sub-national Marine Plans will be developed, implemented, monitored, amended and will ensure appropriate consistency in marine planning across the UK marine area.

2.2 The Marine and Coastal Access Act 2009 requires all public authorities taking authorisation or enforcement decisions that affect or might affect the UK marine area to do so in accordance with the MPS unless relevant considerations indicate otherwise. The MPS notes that in many cases the policies reflected in this MPS are already taken into account in the terrestrial planning system and other consenting regimes which affect or might affect the marine area.

2.3 Paragraph 1.3.4 of the MPS states that Integration of marine and terrestrial planning will be achieved through:

- Consistency between marine and terrestrial policy documents and guidance. Terrestrial planning policy and development plan documents already include policies addressing coastal and estuarine planning. Marine policy guidance and plans will seek to complement rather than replace these, recognising that both systems may adapt and evolve over time;
- Liaison between respective responsible authorities for terrestrial and marine planning, including in plan development, implementation and review stages. This will help ensure, for example, that developments in the marine environment are supported by the appropriate infrastructure on land and reflected in terrestrial development plans, and vice versa; and
- Sharing the evidence base and data where relevant and appropriate so as to achieve consistency in the data used in plan making and decisions.

2.4 The high level marine objectives of the MPS are set out in Box 1:

- Achieving a sustainable marine economy;
- Ensuring a strong, healthy and just society;
- Living within environmental limits;
- Promoting good governance; and
- Using sound science responsibly.

High Level Principles for Decision Making

2.5 The MPS states that decisions that affect or might affect the UK marine area must be made in accordance with the relevant marine policy documents unless relevant considerations indicate otherwise. Until local Marine Plans are in place, decisions must be made in accordance with the MPS. The decision maker should weigh the potential benefits and adverse effects of each proposal, drawing on different, identifiable lines of evidence to consider the different impacts of a proposal. When considering potential benefits and adverse effects, decision makers should

also take into account any multiple and cumulative impacts of proposals, in the light of other projects and activities.

2.6 The MPS sets out a number of principles that should be taken into account during the decision making process, including:

- Be taken after appropriate liaison with terrestrial planning authorities and other regulators, and in consultation with statutory and other advisors when appropriate;
- Be streamlined where possible, making effective use of existing data;
- Be sensitive to any potential impacts on sites of particular significance;
- Take account of potential impacts of climate change mitigation;
- Take account of the benefits that good design can deliver; and
- Look to avoid and then mitigate negative impacts where possible at various stages of development.

Considering Benefits and Adverse Effects in Marine Planning

2.7 The MPS sets out the need to assess the impacts of proposals for the marine plan area. These may be identified as anticipated benefits, including the contribution that the proposals would make to policy objectives, or anticipated adverse effects. These benefits and adverse effects may be economic, social and environmental in nature.

2.8 The MPS recognises that properly planned developments in the marine area can provide environmental and social benefits as well as drive economic development, provide opportunities for investment and applies a presumption in favour of sustainable development in the marine planning system.

2.9 The MPS sets out the detailed Directives that provide the basis for assessing environmental considerations, namely, the Marine Strategy Framework Directive (MSFD) (Directive 2008/56/EC), Water Framework Directive (WFD) (Directive 2000/60/EC), Habitats Directive and Wild Birds Directive.

2.10 The MPS states that in estuaries and coastal waters, there needs to be consideration of whether an activity (as a pressure on the environment) causes, or contributes to causing, a failure to meet water body status objectives. New development should not cause a water body or adjacent water bodies to deteriorate in status, nor prevent the achievement of established objectives set out in any River Basin Management Plan (RBMP).

Detailed Considerations

2.11 The MPS sets out a range of detailed considerations that may have social, economic and/or environmental implications that will need to be considered:

- Marine ecology and biodiversity;
- Air quality;
- Noise;
- Ecological and chemical water quality and resources;

- Seascape;
- Historic environment;
- Climate change adaptation and mitigation; and
- Coastal change and flooding.

North West Marine Policy Statement

2.12 The north west marine area includes two plan areas, the north west inshore and the north west offshore marine plan areas. The north west inshore marine plan area covers an area of approximately 1,280 kilometres of coastline stretching from the Solway Firth border with Scotland to the River Dee border with Wales, taking in some 4,900 square kilometres of sea. The north west offshore marine plan area includes the marine area from 12 nautical miles extending out to the seaward limit of the Exclusive Economic Zone, a total of approximately 2,200 square kilometres of sea.

2.13 The North West Marine Policy Statement is still under preparation. As such, in accordance with the MPS the UK Marine Policy Statement is the relevant policy document for use when making decisions and developing proposals.

3 Assessment of the Proposals

Introduction

3.1 The assessment of the proposals is based upon a number of technical assessments prepared in relation to the planning application for the new cruise liner terminal, namely:

- Environmental Statement by Waterman;
- Framework Construction Environment Management Plan (CEMP) by Waterman;
- Flood Risk Assessment by Waterman;
- Energy and Sustainability Statement by Ramboll;
- Heritage Statement by Keystone Heritage

3.2 As such, the assessment has regard to relevant environmental legislation and makes effective use of available data.

Detailed Considerations

Marine Ecology and Biodiversity

3.3 The demolition and removal of the existing jetty will result in the loss of supporting habitats. Visual disturbance could occur as a result of movements of vehicles and machinery at or within close proximity to the Site and construction workers walking on or close to the Site. Within the aquatic environment visual disturbance could be associated with the presence of barges during construction. There is also potential for visual disturbance due to any artificial light used during the construction works.

3.4 Source of noise and vibration during the construction activities are associated with enabling works; excavation; piling works; building and structures foundation and the movement and operation of plant vehicles, machinery and construction workers. Changes to water quality may occur as a result of activities disturbing the estuary bed, such as piling works which could lead to an increase in turbidity and resuspension of bottom substrates could potentially result in the release of chemicals locked in the sediments to the water column. Pollution may result from the improper discharge of surface water, stockpiling of contaminated materials, improper handling of hazardous material.

3.5 The potential impact of the marine ecology and biodiversity has been considered in the assessments which support the Environmental Impact Assessment, these conclude that the proposed development is not anticipated to result in the loss of any protected habitats and potential harm to protected species or ecological sites can be mitigated through specific mitigation measures. Chapter 13 of the Environmental Statement which accompanied the HRO application, sets out mitigation measures to ensure any effects are minimised. The following mitigation measures are included in the CEMP, as set out on Appendix 6.2a of the Environmental Statement Addendum (March 2019):-

- All works to be undertaken in line with the Cormorant Ecological Conservation Management Plan, following its submission and approval in writing by the Local Planning Authority, in liaison with Merseyside Environmental Advisory Service and Natural England;

- Installation of a temporary floating pontoon in one of the docks for the birds to rest/roost upon prior to the wooden jetties being dismantled;

- Incorporation of horizontal suspended deck braces which would be suitable for great cormorant to rest/roost upon when vessels are not docked to these areas (It should be noted that this is a specific design mitigation measure but may help to further mitigate impacts on cormorant during construction);

- A soft-start piling approach will be implemented in order to reduce potential adverse effects to fish and marine mammals. This involves gradually increasing the force of piling, thereby steadily increasing the sound power levels generated over a period of time. This would alert individuals within the area, without exposing them to more intense sound power levels, and provide an opportunity for them to move away from the noise source. This technique is recommended as best practice by the Joint Nature Conservation Committee for pile driving operations and is considered appropriate for the proposed development;

- Surface drainage system to be equipped with settlement and oil interception facilities, where required, and discharge to be compliant with the discharge consent;

- Stockpiling of contaminated materials to be avoided, wherever possible. Stockpiles should be located on areas of hard standing or on plastic sheeting to prevent mobile contaminants infiltrating into the underlying ground;

- Potentially hazardous liquids on the Site such as fuels and chemicals to be managed and stored in accordance with best practice guidance, such as that published by the Environment Agency. Storage tank and container facilities to be appropriately bunded within designated areas and located away from surface water drains, docks and the Mersey Estuary;

- An Emergency Incident Plan to be in place to deal with any spillages and/or pollution incidents. This would include the provision of on-Site equipment for containing spillages, such as emergency booms and chemicals to soak up spillages. Any pollution incidents would be reported immediately and regulatory bodies such as the Environment Agency immediately informed;

- All marine works need to be undertaken in line with Marine Works Licence and H. In addition, the Contractor must ensure that the marine operations are carried out in line with the Navigation Risk Assessment (NRA);

- Works to be carried out in line with the Biosecurity Risk Assessment which outlines numerous inherent mitigation design measures to limit the risk of introduction of invasive non-native species (INNS). The contractor should undertake works in line with the best practice guidelines and standard INNS protocol would be implemented by the contractor. The management of vehicles and vessels during construction should be undertaken in line with the Best Available Technology (BAT) and conform to the guidelines and best practice set out in the Natural England and Natural Resources Wales Biosecurity Planning guidance.

Air Quality

3.6 The noise and air quality assessments prepared in support of the applications and the Environmental Statement confirm that the main likely effects on local air quality during construction relate to dust and to exhaust emissions from construction vehicles. A range of measures to minimise or prevent dust and reduce exhaust emissions generated from construction activities is set out in the CEMP (see Appendix 6.2a of the Environmental Statement Addendum (March 2019) and implemented throughout the Works.

3.7 Dust mitigation measures would include, for example, damping down surfaces during dry windy weather, the sheeting of chutes, skips and vehicles removing construction wastes, and the fitting of all equipment with dust

control measures such as water sprays wherever possible. Therefore, it is considered that effects due to dust emissions would be not significant.

3.8 A route management strategy for HGVs associated with demolition and construction activities is set out in the CEMP in Appendix 6.2a of the Environmental Statement Addendum (January 2019);this seeks to minimise the effects of vehicle emissions at nearby residential properties in particular. Some occasional instances of small adverse effects are predicted during peak construction periods although, generally, no significant effects are expected when compared to local background pollutant concentrations and existing local road traffic emissions.

3.9 A detailed modelling exercise has been undertaken to support the application, this assesses the likely effects on local air quality associated with changes to road traffic flows and emissions from the gradual increase cruise ship sizes and numbers once the Development is fully operational. The modelling indicates that levels of nitrogen dioxide and particulates would not exceed nationally accepted acceptable limits at any of the nearby residential or commercial properties. It is concluded that the effect of the proposed Development on levels of nitrogen dioxide and particulates would be insignificant.

3.10 The current cruise ship terminal facility does not provide any electricity for moored vessels which means cruise ships must use their engines to provide power while docked in port. The proposed Development would allow future installation of shore-side power should the cruise industry move in that direction and would have the potential to bring about air quality benefits by removing the need for cruise ships to use their engines while in port, thereby further reducing pollutant emissions

Noise

3.11 The Site is situated in an urban, dock-side location with road traffic noise being dominant.

3.12 The Demolition and Construction Noise Assessment (Appendix 8.4a of the Environmental Statement Addendum) prepared in support of the application confirms that demolition and construction works are likely to include activities that have the potential to increase noise levels and potentially cause vibration at nearby properties, particularly when activities are occurring closest to the Site boundary. Without mitigation measures in place, these effects could be significant. There could also be an increase in perceptible construction traffic noise in the absence of mitigation measures.

3.13 The implementation of noise and vibration control and management measures is recommended through the CEMP, see Appendix 6.2a of the Environmental Statement Addendum (March 2019), for the demolition and construction works to help reduce potential disturbance to occupants of nearby properties. Such measures would include the erection of suitable hoardings, selection of modern ‘quiet plant’ and the implementation of piling methods designed to result in reduced levels of vibration.

3.14 Items of fixed building services plant installed as within the proposed Development would be designed to ensure that noise levels would not cause disturbance to nearby residents in the surrounding area. Noise from road traffic once the Development is operational would be generally negligible although there is the potential for some elevated noise levels at nearby residential and commercial properties on Princes Parade are predicted during the periods that cruise ships visit the new cruise ship facility. Similarly, small increases in noise levels are predicted from the drop off / pick up area, but only when cruise ships are in port.

3.15 The Demolition and Construction Noise Assessment (Appendix 8.4a of the Environmental Statement Addendum) states that no significant changes in noise emissions from the cruise ships themselves are predicted. The location of the docked cruise ships would remain unchanged from the present arrangement. The newer and bigger cruise ships that the proposed Development would attract are expected to be generally quieter as a result of technological advances.

Ecological and Chemical Water Quality and Resources

3.16 Desk-based computer modelling undertaken by HR Wallingford (see Environmental Statement Addendum Appendix 14.1a: Hydrodynamic and Coastal Process Studies) has established that the likely effects of tidal flows, the wave regime, sediment transport and sediment contamination during demolition and construction operations would be insignificant. No mitigation measures are therefore required.

3.17 Similarly, most of the likely effects once the Development is completed and operational have been assessed as being insignificant, with no mitigation measures required.

3.18 The likely effect of propeller thrust from cruise ships docking and undocking at the proposed Development has been predicted to have an adverse effect on sediment transport and the mobilisation of sediment contamination within the vicinity of the Site. This would be due to the thrust generated by the manoeuvring thrusters causing localised flows that could lead to the mobilisation of sediments under the new jetty. Mitigation measures have therefore been suggested to reduce the effect as low as reasonably practicable.

3.19 It is not considered practical to limit the use of thrusters on ships approaching the Development as the manoeuvring capability and overall navigational safety of the cruise ships should not be compromised. Therefore, mitigation measures have been identified that would lower the probability of an effect occurring by stabilising the bed in the immediate vicinity of the completed Development. Some degree of adverse effect through scouring cannot be ruled out.

Seascape

3.20 The MPS states that there is no legal definition for seascape in the UK but the European Landscape Convention (ELC) defines landscape as "an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors".

3.21 The Townscape and Visual Impact Assessment (TVIA) undertaken as part of the Environmental Statement (Chapter 9 of the original 2017 ES) is based on guidance provided in the Guidelines for Landscape and Visual Impact Assessment Third Edition. The TVIA concludes that during demolition and construction activities there would be inevitable small adverse effects to some views of the Site due to the presence of construction plant, vehicles, hoarding etc.

3.22 Once completed, the TVIA concludes that development would have a mainly positive effect on views towards the Liverpool waterfront. The Development would be in scale with the existing built form on Princes Parade and for viewpoints looking north and south along the waterfront there would be permanent beneficial visual effects.

3.23 A small number of permanent minor adverse visual effects are predicted where the new cruise terminal building would screen and enclose existing views across the River Mersey, but these effects would be very limited in extent and only in close proximity to the Development.

Historic Environment

3.24 The site is located within the buffer zone of Liverpool's World Heritage Site (WHS) and is close to the Castle Street Conservation Area.

3.25 While neither the wooden jetty nor the adjacent sections of concrete wharf are listed in their own right, investigation of the jetty structure has shown that part of the wooden jetty is physically connected to the granite retaining wall of the entrance to the Princes Half Tide Dock. The entrance to the half tide dock is listed at grade II; the listing includes the granite wall.

3.26 With regard to the grade II listed dock entrance, listed building consent has been granted for the demolition of Princes Jetty (Application Number 18L/3270).

3.27 The Heritage Desk-Based Assessment (Appendix 10.1 of the 2017 ES); the ICOMOS Assessment report(submitted as a standalone report in support of the Planning Application 18L/3270); and the Heritage Statement prepared by Keystone Heritage as part of the listed building consent application Reference No 18L/3270, have all considered the potential effects on heritage assets in the area. In considering the proposed development in the context of the wider cruise liner passenger terminal development proposal, the assessments conclude that the development will deliver the substantial public benefits to be weighed against any impacts arising from the demolition of Princes Jetty. Once development is completed, the effect on the listed entrance to Princes Half Tide Dock is expected to be 'slight beneficial'.

Climate Change Adaptation and Mitigation

3.28 It is recognised that the demand minimisation approach will achieve significant energy saving measures for the Liverpool Cruise Terminal Building. However, there will also be an important contribution from LCZ's to reducing the buildings Carbon Dioxide emissions to achieve local planning targets. An Energy and Sustainability Statement has been prepared by Ramboll this was submitted with the Outline Planning Application and the discharge of condition application, a copy of the report is available on Liverpool Council's Planning Explorer[1]. The measures set out in the Energy and Sustainability Statement will make a positive contribution to the building's environmental impact through reducing energy and minimising the impact on utility resources.

3.29 Each of the identified measures will make a contribution to the buildings environmental impact through reducing energy and minimising the impact on utility resources.

Coastal Change and Flooding

3.30 The standalone Flood Risk Assessment Report (October 2017) submitted in support of the planning application shows that the landward parts of the site are primarily located within Flood Zone 1, which denotes a low probability of flooding from tidal sources. However, as the site boundary includes the adjacent River Mersey and associated pier, these areas are shown to lie within Flood Zone 3, denoting a high probability of tidal flooding.

3.31 The building is considered to be a water compatible use, due to the cruise terminal needing to be located adjacent to the River Mersey to facilitate access. However, FFLs would be set at 7.55m AOD, 610mm above the 1 in 200 year plus climate change (2087) flood level, ensuring the development is protected.

3.32 The risk of flooding to the proposed building from tidal sources is considered to be low, however there is a residual risk due to the pier deck being overtopped by waves. To mitigate against likely overtopping, a wave wall will be constructed along the exposed (northern and western) edges of the pier deck. Detailed technical designs indicate that a 1.2m wave wall is considered to provide adequate defence against overtopping.

3.33 The risk of flooding from fluvial, pluvial, groundwater and artificial sources has also been assessed and found to be low.

3.34 Surface water runoff from the proposed development would discharge to the River Mersey, as per the existing situation. As the river is tidal at this location, surface water would discharge unrestricted. This has been agreed by LCC.

3.35 Appropriate treatment would be incorporated through the use of SuDS, to ensure that the quality of water discharged is acceptable. This could be achieved through the use of pervious surfacing (e.g. permeable tarmac)

[1] http://northgate.liverpool.gov.uk/DocumentExplorer/Application/folderview.aspx?type=MVMPRD_DC_PLANAPP&key=1074660

used in conjunction with a shallow permavoid system fitted with a biomat filtration system or similar treatment device. This report sets out the principles of the Sustainable Drainage Systems, however the final strategy would be confirmed at the detailed design stage.

3.36 The on-site drainage network and Sustainable Drainage Systems would be managed and maintained for the lifetime of the development by an appropriate managing body, ensuring that they remain fit for purpose and function appropriately.

Cumulative Effects

3.37 The cumulative effects of the proposed development along with other nearby consented schemes was considered in detail within the Environmental Statement, prepared by Waterman in support of the applications. The conclusions of the cumulative assessment in respect of each of the above detailed considerations are set out in the table below:

Cumulative Effects of the Proposed Development

Detailed Consideration	Conclusion
Marine ecology and biodiversity	Negligible cumulative effects are predicted for all potential ecological receptors.
Air quality	Occasional minor adverse cumulative effects from construction vehicle emissions at the closest sensitive receptors if demolition and construction activities occur simultaneously, particularly at the cumulative schemes closest to the Site. No other significant cumulative effects
Noise	At worst, temporary moderate adverse cumulative effects due to noise and vibration from demolition and construction activities at the closest sensitive receptors if demolition and construction activities occur simultaneously within 100m of the Site. Occasional minor adverse cumulative effects from construction vehicle noise at the closest sensitive receptors if demolition and construction activities occur simultaneously at the closest cumulative schemes. No other significant cumulative effects.
Ecological and chemical water quality and resources	The other nine cumulative schemes are not located adjacent to the Mersey Estuary. There would be no cumulative effects on coastal processes, sediment transport and sediment contamination.
Seascape	There would be a large degree of change resulting from either the Liverpool Waters Masterplan or the other nine cumulative schemes in combination. However, the effect of the proposed Development itself within the context of this large degree of change would generally be negligible or minor, or there would be no cumulative effects at all as the developments would not be seen together.
Historic environment	The proposed Development in combination with any or all of the other nine cumulative schemes would have no significant cumulative effect on heritage assets in the vicinity of the Site.
Climate change adaptation and mitigation;	The measures set out in the Energy and Sustainability Statement prepared by Ramboll will make a positive contribution to the building's environmental impact through reducing energy and minimising the impact on utility resources. It is assumed that the other proposed development in the vicinity would similarly bring forward proposals to,

	for example, reduce greenhouse gas emissions and energy usage, at least in line with legislative and policy requirements. Any cumulative impact would therefore be beneficial to the local area.
Coastal change and flooding	Predicted changes in sea level in future decades have been accounted for in the Flood Risk Assessment (FRA) and in the assessment of Hydrodynamics and Coastal Processes submitted to the MMO. The FRA is specific to the proposed development itself and no cumulative impacts are predicted with nearby proposed developments. An assessment of cumulative effects to coastal processes and sediment transport is presented in Chapter 15 of the Environmental Statement. No cumulative effects are predicted in combination with the other nine cumulative schemes since they are not located adjacent to the Mersey Estuary.

Environmental Statement by Waterman

Conclusions on Detailed Considerations

3.38 Having regard to the assessment set out above, it is considered that the detailed assessment undertaken in respect of the proposed development, summarised here, demonstrate that the proposed development accords with the objectives of the MPS. The assessment demonstrate that the potential impacts of the development have been thoroughly assessed and where required, mitigation proposed to ensure that impacts remain within acceptable tolerances. Accordingly, the proposed development accords with the MPS in this regard.

4 Assessment of Key Policy Objectives

4.1 Chapter 3 of the Marine Policy Statement sets out the policy objectives for key activities which take place in the marine environment. The MPS requires that these objectives will need to be considered when assessing development in the Marine environment

4.2 The MPS acknowledges that ports and shipping play an important role within the marine environment and are an essential part of the UK economy. At paragraph 3.4.1, the MPS acknowledges that ports and shipping are critical to the effective movement of cargo and people, both within the UK and in the context of the global economy. Paragraph 3.4.2 also recognises that ports also play a significant role in enabling international passenger services.

4.3 In relation to the potential impacts of ports and shipping, the MPS (Paragraph 3.4.6) recognises that there can be environmental impacts arising from shipping through accidental pollution from ships in the course of navigation or lawful operations, pollution caused by unlawful operational discharges by ships, such as oil, waste or sewage, or physical damage caused by groundings or collisions. Other pressures on the environment from shipping and ports relate to noise, airborne emissions and the introduction and spread of non-indigenous species

4.4 The MPS requires decision makers to take into account and minimise any negative impacts on shipping activity, freedom of navigation and navigational safety. The MPS also requires that individual decisions should also take account of environmental, social and economic effects. Marine plan authorities will also need to take account of the need to protect the efficiency and resilience of continuing port operations, as well as further port development.

4.5 In Section 3 above we have identified the technical assessments which have been undertaken in support of the HRO and Marine Works Licence applications for the new cruise liner terminal; Section 3 above considers the potential effects in detail and clearly demonstrates that the impact of the proposed development on the marine environment, taking into account the proposed mitigation, is acceptable.

4.6 As required by the MPS regard has been had to identifying and minimising any negative impacts on shipping activity, freedom of navigation and navigational safety. The Applicant commissioned AECOM to undertake a Navigational Risk Assessment (NRA) for the purposes of identifying and managing the risks arising from and to the proposed LCT. The Navigational Risk Assessment (Appendix 2.6a of the Environmental Statement - Addendum (15th June 2018) concludes that all hazards (except those related to terrorism) would have a minor or slight impact.

4.7 Paragraphs 3.4.9- 3.4.11 of the MPS require that the economic benefits of the proposal should be fully considered, in particular the national, regional and local need and benefits for the development balanced against any potential adverse effects. The MPS fully recognises the benefit that tourism related development can provide; and requires that in determining applications decision makers should fully consider the potential for tourism and recreation in the marine environment and the benefits that this will bring to the economy and local communities.

4.8 Throughout the development of proposals for the Cruise Terminal the applicant has worked closely with the relevant local authority, local tourism stakeholders, tourism destination management organisations and other marine and coastal users. In accordance with the MPS all stakeholders have been fully engaged and consulted before decisions are taken.

4.9 It has been demonstrated in the submission for the original Planning Application and the applications for the Harbour Revision Order and Marine Works Licence that the proposed development will assist in meeting and improving the economic, social and environmental objectives and policies of the Liverpool City Council, this is in

line with the presumption in favour of sustainable development as defined by paragraph 14 of the National Planning Policy Framework. The Planning Statement which accompanied the outline planning application (Section 4.2) can be found on Liverpool Council's Planning Explorer[2]. The Planning Statement sets out the significant economic benefits of the proposal, which are stated as follows: -

- Secure investment to bring a derelict jetty site into beneficial use and support the expansion of Liverpool Cruise Terminal.
- Provide significant passenger and crew spend into the local economy boosting the hospitality and tourism industry in Liverpool
- Securing employment new full time members of staff, together with significant indirect benefits for local subcontractors, agency staff, and Government agencies, including check in, security, Border Force, car park and traffic management staff, pilot launch crews tour guides, coach companies, cleaners, divers, maintenance contractors, waste contractors, City events staff, construction workers, hauliers, plant maintenance firms, etc.
- Encouraging business creation, growth and productivity - A successful Cruise Liner Facility will generate new investment into the visitor and retail economies through 'Transit' visitors, but also with 'Turnaround' passengers there will be an increase in the number of hotel bed spaces occupied. Increased spend will positively impact on the local economy and therefore business growth as well as creating employment opportunities for local residents.
- Improve the quality, range and choice of visitor attractions in the City by attracting more visitors to the city and providing an enhanced visitor experience.
- Will assist in exploiting the national and international profile of the City: The Cruise operation at Princes Parade projects positive image of the City to national and international visitors and showcases the excellent cultural heritage of the City and its waterfront. The new Cruise Liner Terminal will enhance the promotion of Liverpool as a visitor destination within the region and nationally as well as internationally.
- LCC has received a high level of local support for the proposed development during public consultation with 100% of feedback received supporting the proposal in principle. All but one of the respondents noted that they thought a permanent cruise terminal would be of benefit to the area (see Consultation Statement, which has been submitted to accompany the planning application).
- Securing redevelopment of a vacant and derelict waterfront site for beneficial use.
- Enhancing the City's infrastructure and distinctive sense and quality of place. Furthermore, the new facilities will also act a catalyst for development of the rest of the Princes and Waterloo Dock sites as a part of the early phases of Liverpool Waters.
- Minimise the use of non-renewable energy sources.

[2] http://northgate.liverpool.gov.uk/DocumentExplorer/Application/folderview.aspx?type=MVMPRD_DC_PLANAPP&key=1074660

5 Conclusion

5.1 The proposed development will bring a vacant site and derelict jetty back into beneficial use and support the expansion of the cruise terminal linked to the existing landing stage. The application site is in a sustainable location on the Waterfront within the Princes Dock development opportunity area of Liverpool Waters and is wholly appropriate in this location.

5.2 In terms of social and environmental considerations, it has been demonstrated that there are no known over-riding constraints which would affect the marine environment, which would prevent development being brought forward on the site. The principle of the use, which will deliver a wide range of benefits, is supported by the relevant policies of the Marine Policy Statement

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About JLL

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