

Liverpool Cruise Liner Terminal - Development of a Temporary Cruise Liner Turnaround Facility

Screening Report

INTRODUCTION

The existing Liverpool Cruise Liner Terminal currently serves as a 'day-call' berth, designed to cater for visiting cruise liners of up to 3,000 passengers with formal and informal tours of the city and surrounding areas on a full day or half day basis.

In view of the popularity of this facility, Liverpool City Council is considering extending the service by building a modern permanent turnaround facility or a home port for Cruise Liners, when approval can be obtained from the Secretary of Transport for the works. However in the short term the Council is seeking planning permission to construct a temporary facility to carry out disembarking and embarking operations and ship re-supply of food, drink and hotel requirements (linen crockery etc) for vessels carrying up to 1,200 passengers. The temporary facility will only be in use during the cruise season with the intention to remove the temporary building in September and re-erect it the following April. This is likely to be repeated for the following 3 to 5 years when funding / permissions are expected to be in place for a dedicated cruise terminal building with supporting infrastructure.

LIVERPOOL CRUISE LINER TERMINAL – EXISTING FACILITIES

The existing facilities of the cruise liner terminal for servicing the day-call operations consist of the following:

- Cruise Liner Landing Stage;
- Cruise Liner Landing Stage Building; and,
- Coach Holding Area.

Existing facilities which may be used to service a temporary turnaround facility

- The Peel Ports landing stage including the Isle of Man Terminal Building mounted at the southern end;
- The land areas immediately adjacent to the berth; and
- The Peel Land and Property owned Plot 7.

What is not currently available for the operation of a turnaround facility is a sufficiently large baggage hall.

PROPOSED TEMPORARY FACILITY

The proposals for the cruise liner terminal temporary facility are outlined in the attached figure (*Amended Layout for Plot 7*).

Baggage Hall Facility

The design and location of the baggage hall is an important part of the operational Terminal. Up to 3000 pieces of baggage will be handled through this building during the disembarkation and then again during embarkation processes with up to 750 pieces of baggage being laid out at any time during the process. Therefore sizing the floor area is critical in order to provide a smooth flow for both passengers and baggage handlers.

The proposed temporary building is to be situated on Plot 7 and takes the form of a portal frame building or similar using lightweight materials and available in a variety of 'off-the-shelf' sizes which will suffice through the cruise season May to September. It is suggested that the building remain in place for the full period of the five months due to the internal requirements and the cost of dismantling and rebuilding for each cruise turn around day.

The building should be sufficiently robust as to withstand the heavy usage that it will see during each cruise turn around day with internal facilities such as passenger toilets, offices for H.M. Customs and a separate office for the U.K. Border Agency and finally facilities for the operational staff working on the Plot 7 site.

Operational Requirements

The function of a cruise terminal is to disembark and embark passengers in a smooth and efficient manner including handling of their baggage and the traffic arriving and departing from the baggage hall or vessel providing the cruise passenger with an enhanced experience at either the start or finish of their holiday.

The disembarking passengers and their baggage should leave the vessel separately in a safe, calm and organised way. The two being repatriated within the baggage hall before passing through Customs and the UK Border Agency and then being sent on their way quickly allowing the baggage building to be made ready for the embarking passenger's baggage.

Equally embarking passenger should experience a boarding procedure that appears seamless and organised without lengthy delays whilst at the baggage drop point, check-in or waiting to board.

Separate to the passenger flows are the traffic issues around the Terminal, these will include vehicles taking and bringing the passengers to and from the Terminal and those vehicles serving the vessel. These two differing groups of vehicles must be able to flow to and from the building or vessel without hindrance or delay. Where vehicles serving the vessel arrive and have to wait before being permitted alongside a suitable 'holding' position should be provided.

During the time that the vessel is at the berth several operations take place simultaneously, such as removal of the waste gathered during the previous cruise, bunkering of fuel and potable water and the re-stocking of supplies such as food, drink and hotel type equipment and materials. The total time required to carry out these operations can be longer than the time taken to disembark and embark the passengers and their baggage depending on the size of the vessel and passenger numbers.

This whole operation should not only work smoothly but stay within the tight Regulations, Codes and procedures laid down by various Government Bodies, this can only be achieved with the correct planning, and terminal and baggage hall layout.

The following operational criteria have been agreed on as representing the requirements for the proposed turnaround facility

Element	Provided or assumed data
Total no of passengers to be handled	1200
Time vessel arrives at the cruise liner berth	6.00am - assumed
No. of passengers travelling by coach	625 - assumed
No. of passengers travelling by car	525 - assumed
No. of passengers by taxi or drop-offs	50 - assumed
Baggage per passenger	2.5- assumed
Flow of passengers disembarking	400 per hour - assumed
Passenger disembarkation time from	7.30am – 10.30am assumed
Passenger embarkation arrival time from	11.30am - 3.00pm assumed
Passenger boarding time from	12.30pm – 3.30pm assumed
Time for departure from berth	5.00pm- assumed

POSSIBLE EFFECTS ON THE ENVIRONMENT

Heritage

The proposed development will take place adjacent to the Pier Head, within the buffer zone of the Liverpool Maritime Mercantile City World Heritage Site (WHS).

As the developer, Liverpool City Council will consult with English Heritage prior to the submission of a planning application and are committed to producing a Heritage Statement as a supporting document within the planning application. The Heritage Statement will consider the relevant parts of Planning Policy 5 – Planning for the Historic Environment and Liverpool's Maritime Mercantile World Heritage Site Supplementary Planning Document, as well as the impact upon the setting of heritage assets. The Heritage Statement will also assess impact on key views to and from the WHS in accordance with English Heritage guidance.

Transport

The planning application for the proposed development will cover all movements of passengers and vehicles associated with the full operation of the Turnaround Facility.

Following consultation with the Council's Highways and Transportation Team, the developer will produce a Transport Assessment and draft Travel Plan in support of the planning application to establish and mitigate for potential transportation impacts.

Flood Risk

Due to the position of the development a Flood Risk Assessment will be produced to support the planning application, the assessment methodology and any potentially required mitigation measures will be in accordance with approval of the City Council's Development Control Team.

CONCLUSION

Environmental Impact Assessment (EIA) is a procedure to ensure that the environmental effects of development are fully understood and taken into account in the decision-making process. EIA is a European Community (EC) requirement under Directive 85/337/EEC¹. Projects that fall within the scope of the Directive include:

- 'Annex 1 projects' (e.g. oil refineries, power stations, chemical installations and waste disposal installations) for which EIA is required in every case; and
- 'Annex 2' projects (for which EIA is required only if the project is judged likely to give rise to significant environmental effects).

Developments are classified as requiring EIA under 'Annex 2' where they meet or exceed certain threshold criteria – including physical scale or complexity of the proposal, visual intrusion and impact on heritage – or if the proposed development is in, or partly in, a 'sensitive area' ('sensitive areas' include World Heritage Sites and scheduled monuments, and designated nature conservation sites).

It is felt that the development of a temporary cruise liner turnaround facility at the Liverpool Cruise Liner Terminal does not represent either an Annex 1 or Annex 2 development under EIA Directive. Furthermore, the assessment documents outlined above, which the developer is committed to provide in support of the planning application, will be sufficient to allow assessment of the environmental implications to be made and any management measures to be put in place as required.

¹ The Directive has been amended three times in 1997, 2003 and 2009. and given legal effect through the Town & Country Planning (Environmental Impact Assessment) (England & Wales) Regulations 1999 (SI No 293).