# EIA Quality Mark Case Study

## Isle of Man Ferry Terminal

<table>
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<th>Key Issues:</th>
<th>Purpose of the project</th>
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<td>Due to its nature and location, the project presented the following key issues:</td>
<td>The Isle of Man Ferry Terminal scheme falls within the wider Liverpool Waters Masterplan area, which represents a large urban regeneration project aiming to transform the Liverpool city’s northern docks by regenerating a 60-hectare area to create a world-class, mixed-use waterfront quarter.</td>
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<td>i. The production of a single Environmental Statement to satisfy the requirements set out in both the Town and Country Planning and Marine Works Environmental Impact Assessment (EIA) Regulations. This resulted in the receipt of two separate EIA Scoping Opinions within two different timescales.</td>
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<td>ii. The high heritage sensitivity of the site resulted in the requirement for additional assessments at pre-application stage. For instance, the project required the compilation of a Heritage Asset Register, the production of an Historic Environment Desk-based Assessment, a Heritage Impact Assessment (HIA) complying with ICOMOS Guidance, and a Heritage ES chapter to support the planning application.</td>
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<td>iii. The known presence of sensitive subtidal habitats and species resulted in the Marine Management Organization (MMO) EIA scoping response to request targeted assessment of potential effects to the protected Starlet Sea Anemone which had been identified in a recent benthic survey of the adjacent Liverpool Cruise Terminal site.</td>
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## Description of the project

The Isle of Man Ferry Terminal would be accommodated at the Princes Half Tide Dock, in Liverpool. The site comprises a redundant dock structure which was formerly occupied by the HMS Eaglet Buildings (now demolished). The site falls within Liverpool Maritime Mercantile City World Heritage Site (and its Buffer Zone), the Stanley Dock Conservation Area and within the Liverpool Bay Special Protection Area (SPA). Part of the Grade II Listed ‘Princes Half Tide Dock’ is located on site, whilst the Grade II Listed ‘Entrance to Princes Half Tide’ is located adjacent to the site. The new ferry terminal would include a two-storey terminal building with associated access road, vehicle queuing lanes, drop-off areas, taxi and car parking areas, and passenger boarding infrastructure. The development would also include marine structures to be installed within the River Mersey, such as a vehicle linkspan bridge, a floating pontoon and a number of mooring structures. Construction activities would require land reclamation adjacent to the listed walls of the ‘Princes Half Tide Dock’. In addition, dredging operations would be undertaken to ensure that the approach to the terminal and the berthing area itself can accommodate the ferries.
Lessons learnt
The lesson learnt in relation to the key issues identified above are discussed below:

i. The twin-tracked EIA process involving two regulatory authorities (Liverpool City Council (LCC) and the MMO) resulted in extended project timescales due to the additional time required to collate the scoping consultation responses from LCC, MMO and their consultees. This had the potential to generate delays in the delivery of the project, particularly as complex environmental conditions necessitated further surveys and assessments to be undertaken to inform the EIA (e.g. a Marine SI to inform the assessment of sediment and water quality; a Navigation Risk Assessment; an Appropriate Assessment of temporary loss of cormorant habitat). Therefore, engagement with the relevant authorities at an early stage of the project played a key role in understanding the regulators’ requirements and reducing the risk of delays.

ii. The site comprises a large amount of extant industrial heritage assets. Normally this would necessitate the collation of a Heritage Asset Register (which includes a photographic inventory and a targeted assessment for each feature) once planning consent is achieved. However, in order to avoid delays prior to construction of the development, and to give the design team an early understanding of which heritage assets could be retained or reused within the development, the Register was collated as part of the EIA.

iii. The thorough knowledge of the area’s environmental opportunities and constraints gained by Waterman’s recent experience of undertaking a marine ecology assessment within the Liverpool Docks area (as part of EIA of the adjacent Liverpool Cruise Terminal) played a key role in dealing with the MMO’s request for a targeted assessment of the protected Starlet Sea Anemone. We were able to design the benthic survey of the docks and the river to ensure that the potential presence of Starlet Sea Anemones was fully considered. The robust survey methodology was undertaken, and no Starlet Sea Anemones were identified.

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