

Ward:	Kirkdale		
Site:	Isle of Man Ferry Terminal West Waterloo Dock		
Proposal:	To construct new Ferry Terminal for the Isle Of Man Government to replace existing ferry landing stage located at Pier Head with associated ancillary structures and associated marine equipment and works on land at Princes Half-Tide Dock with associated servicing and delivery via planned link road from Waterloo Road.		
Applicant:	Mr Nick Black		
Application No.:	18F/3231	Committee Date	9th April 2019
D.C. Team:	City Centre		
Recommendation:	Approve with Conditions		
Contact Officer:	Peter Jones		

Case Officer Report

Site Description

The application site consists of an area of former dockland that lies on the eastern bank of the River Mersey adjacent to West Waterloo Dock and Princes Half Tide Dock. The site measures approximately 1.8 ha in area and includes an area of redundant dockland that was formerly occupied by the HMS Eaglet Naval Reserve Building. The site is mainly now vacant hardstanding with patches of vegetation but also contains an area of previously infilled dock and a section that is presently dock water space.

The site is surrounded on three sides by water with Princes Half Tide Dock and West Waterloo Dock to the east, the River Mersey to the west and a channel connecting the river to Princes Half Tide Dock to the south. The majority of the site is level with a section approximately 1.5m lower towards the north east quarter where the entrance between West Waterloo Dock and Princes Dock is located. The southern corner of the site is defined by two 'nibs' which have historically formed two further entrances into Princes Half Tide Dock from the river. These entrances have previously been infilled and only one of the lock gates still remains in place. The historic entrance from the river into West Waterloo Dock is evident in the north west corner of the site with the old lock gates also still in place. The area behind the gates has also been blocked off and infilled rendering the gates inoperable.

The retaining walls to the dock basin are made with granite blocks and around the quayside there are a number of other historic dock features such as mooring posts, step, historic paving, lock mechanisms, capstans and bollards. Various underground chambers, culverts and manholes also remain present.

Vehicular access to the site is available via a track which connects to Waterloo Road approximately 500m to the north. Currently there is no public access to the site but a dis-used footbridge is located across the Princes Half Tide Dock gates immediately to the south. This bridge is on a poor state of repair and fenced off at present. It lies outside the application site boundary but provides a potential route to Princes Dock past Alexandra Tower.

The Waterloo Road corridor is dominated by commercial/light industrial uses, however, some of the surrounding area has recently been developed delivering mid-rise and high-rise residential apartments. Immediately to the east of the site there is the 4 storey residential development Waterloo Quay and beyond that 130m to the east is the converted Waterloo Warehouse which is grade 2 listed and the 8 storey Waterside Apartments development. Directly to the south of the site approximately 30m away is the 27 storey Alexandra Tower apartment building and 110m to the south-east the 20 storey (max) City Lofts residential apartment block

In the Liverpool Unitary Development Plan (UDP) the site is zoned for mixed use development under Policy E6. In the Draft Local Plan the site is also zoned as a mixed use area under Policy EC6. Princes Dock and Central Docks are also identified as part of the Liverpool Waters regeneration site which is intended to create a world class, high quality waterfront development that will allow for the substantial growth of the City's economy. This regeneration scheme provides for the comprehensive redevelopment of a 60 hectares site that stretches 3km from the Pier Head to Bramley Moore Dock in the Northern Docks and received outline planning permission in June 2013 (ref:100/2424).

A portion of the site lies within the Liverpool Mercantile City World Heritage Site (WHS) with the majority within the WHS Buffer Zone. The proposed ferry terminal is situated within the setting of a number of important heritage assets including the Grade 2 listed Princes Half Tide Dock and Grade 2 listed Waterloo Warehouse. The site also forms part of the Stanley Dock Conservation Area.

Proposal

The application seeks full planning permission to construct a new ferry terminal to provide ferry services between Liverpool and the Isle of Mann. The proposed development is intended to replace the existing Isle of Mann ferry terminal which is currently located next to the Pier Head approximately 750m to the south.

The application states the development would accommodate all of the current sailings to Douglas from Liverpool as well as the winter weekend sailings to Douglas which currently operate from the 12 Quays terminal at Birkenhead. It is envisaged the new ferry terminal would be managed by the Isle of Mann Steam Packet Company which runs the existing facilities at Liverpool and Birkenhead.

The main elements of the proposed scheme are:

- A new terminal building;
- Berthing for vessels of up to 142m in length;
- A linkspan bridge providing vehicular access to and from the ferries;

- Walkway and gantry providing passenger access to and from the ferries;
- Ancillary structures including security search area, check in booths, staff building and sub-station;
- Mooring structures;
- Vehicle parking and marshalling area; and
- Hard and soft landscaping.

The development will have a gross internal floor area of approximately 2,847sqm including the terminal building and ancillary buildings and will have the capacity to serve up to 900 passengers which is the maximum required for the largest ferry vessel the 'Manannan'.

The terminal building is a two storey pavilion measuring 62m x 21m that would be located within the southern portion of the site and orientated parallel to the existing river wall. The building has a flat roof that incorporates three large circular roof lights and two plant rooms located at either end. The external finishes comprise a fully glazed first floor that would sit and project over a solid ground floor podium. The roof and wall cladding would be zinc with a standing seam profile. A cantilevered canopy runs along the perimeter of the building at roof level to provide solar shading. The ground floor level of the building will be 8.15m AOD and the maximum height of the structure would be 19.20m AOD.

The ground floor of the terminal contains the entrance and check-in, baggage handling and security, staff offices, shop/café, and departures and arrivals space including WC's. The first floor comprises passenger security, passenger departure lounge, café, management suite and departures and arrival space. The building includes a system of elevators, lifts and stairs to allow circulation of staff and passengers between the ground and first floors.

The proposed development allows for a range of alternative options using different walkways and a gantry for embarking and disembarking of foot passengers depending on the different vessels using the facility. Vehicle access is provided by a single lane linkspan bridge located within the part of the site that was originally the entrance to West Waterloo Dock. The bridge will provide both vehicle and pedestrian access which are segregated. The bridge is formed by a 72m long steelwork structure that is 7m wide and spans from a fixed pivot at the shore end to a floating pontoon structure. The floating pontoon will provide support at the seaward end of the bridge and to the ramp located at the rear of the ferry vessel. The pontoon measures approximately 20m square and would be anchored by two restraint piles approximately 1.65m in diameter. In addition a fixed mooring point ('dolphin') and floating mooring buoy will be positioned in the river along with a number of berthing fenders and bollards attached to the quay wall to enable vessels to berth securely. The linkspan bridge and pontoon mooring system will allow the use of the facility at all states of the tide which range in levels by 10.6m in the River Mersey.

Vehicular access to the ferry terminal will be via the new road that is currently being constructed with the benefit of a separate planning permission granted in 2017 (Ref: 17F/2628) - the Northern Link Road. This includes a new 28m diameter roundabout at the northern perimeter to the ferry terminal site that allows turning for vehicles accessing the terminal including coaches. The external areas within the site are laid out with four holding lanes, car and coach drop off spaces, staff parking and a taxi rank. A dedicated freight zone is proposed to the west of the linkspan bridge although it is anticipated this will only be used on a very minimal basis given the majority of freight traffic to and from the island

use the Port at Heysham and there are no plans for this to change in the foreseeable future. The Transport Assessment submitted with the application details the transport arrangements for the scheme which are considered later in this report.

A partially cantilevered 2m wide walkway is proposed along the eastern edge of the site providing a route for pedestrians and cyclists from the roundabout at the Northern Link Road to the south east corner of the site. It is proposed this will connect to the dis-used footbridge situated above the river gates into Princes Half Tide Dock close to the foot of Alexander Tower. This footbridge which lies outside the application site and is in the ownership of Peel Holdings Ltd is due to be re-instated and open for use prior to the ferry terminal being brought into operation (refer to condition 31).

The ancillary structures include a single storey concrete building located to the south of the site which will house a sub-station, bin store and cycle storage area. This will be clad in polycarbonate rainscreen with a zinc roof. A staff building is also proposed within the northern portion of the site close to the ferry terminal exit and will be finished in similar materials. The vehicle check-in area is located within the central portion of the site and includes a steel frame canopy with zinc roof and fascia. This houses a weighbridge and two check-in booths providing 4 check-in points. The canopy has a width of 7.5m and length of 12.5m.

In addition to the proposed structures the scheme includes new hard and soft landscaping that has been designed sympathetically to the various heritage assets within the site and includes areas of bird habitat and ornamental planting. Part of the site is enclosed for security purposes with grey vertical flat bar 2m high fencing and the external areas will be illuminated by a combination of medium level bollard lighting and high level column lights. There is an ambition to incorporate public art within the landscape design using artwork created from heritage features salvaged from the site and display boards (refer to condition 20 (iv)).

It is proposed that the ferry terminal will be operational all year and hours would vary depending on the seasons although there will be no night time sailings. The terminal will be used for the fast craft 'Manannan' services that operate between Liverpool and Douglas, and the weekend sailings of the 'Ben-my-Chree' which operates between Birkenhead and Douglas. The application provides details of the ferry timetable and indicates the terminal generally operates between the hours of 08:00 to 20:00 but this varies day to day over the seasons.

The application is supported by the following documents:

- Transport Assessment
- Design and Access Statement
- Environmental Statement
- Habitats Regulations Assessment
- Flood Risk Assessment
- Liverpool Waters Conformity Statement

Relevant Site History

This site:

Outline planning approval (100/2424) – Granted on 19th June 2013 to comprehensively redevelop up to 60 hectares of Liverpool's Northern and Central Docks (including Princes Dock) to provide for a mixed use development of up to 1,691,100 sq. m of floorspace, comprising: up to 733,200 sq. m of residential (Class C3) (9,000 units), up to 314,500 sq. m of business (Class B1), up to 53,000 sq. m of hotel and conference facilities (Class C1) (654 rooms), up to 19,100 sq. m of comparison retailing (Class A1), up to 7,800 sq. m of convenience retailing (Class A1), up to 8,600 sq. m of financial and professional services (Class A2), up to 27,100 sq. m of restaurants and cafes (Class A3), up to 19,200 sq. m of drinking establishments (Class A4), up to 8,900 sq. m of community uses (Class D1), up to 33,300 sq. m of assembly and leisure (Class D2) up to 17,600 sq. m for a cruise liner facility and energy centre (Sui Generis), up to 36,000 sq. m for servicing (Sui Generis), and up to 412,800 sq. m for parking (Sui Generis) together with structural landscaping, means of access, formation of public spaces and associated infrastructure and public realm works.

Nearby Sites:

Full planning permission granted 5th September 2017 - To erect a part 14 and part 8 storey residential block (Use Class C3) comprising 237 apartments for market sale with commercial space at ground level to incorporate B1a (Office); A3 (Restaurant/cafe); and D2 (Leisure/gym) use; 51 parking spaces; 120 cycle parking spaces, together with plant; reception; hard and soft landscaping; access and associated works on land to west of Waterloo Road Plot C04 and C06 Central Docks Liverpool Waters. Ref:17F/1628.

Full planning permission granted 21st September 2017 - To construct new link road, leading from Waterloo Road into West Waterloo Dock to provide access to the proposed relocation of the Isle of Mann Ferry Terminal (The Northern Link Road). Works to include widening of West Waterloo Dock Canal Bridge to accommodate new link at West Waterloo Dock, Waterloo Road. Ref:17F/2628.

Application under consideration - To erect residential development comprising 646 apartments (Use Class C3) and 232 sq.m. of ground floor commercial space (Use Classes A1, A3, A4, B1, D1 or D2) in six blocks of between 10 to 14 storeys in height, with single storey concierge pavilion building, associated partial dock infill, access, parking, servicing, soft and hard landscaping/public open space, including two floating timber jetties and dockside walkway, at Plot C02 Liverpool Waters Central Docks Waterloo Quay. Ref: 18F/3247.

Scope of Public Consultation

3 no. Site Notice

1 no. Press Notice

12 no. Statutory & Non-Statutory Consultees

893 no. Local Residents / Stakeholders

Responses to Consultations

External

Ward Councillors – No response

Neighbours –

24 letters/e mails and 21 on line comments have been received from members of the public and other interested parties objecting to the application on the following grounds:

- Insufficient information has been provided about how the proposed terminal fits in with the series of developments planned as part of the Liverpool waters scheme and this application should be considered in combination with other such developments.
- The existing terminal is easily accessible for foot passengers being close to the city centre and is well served by public transport. The site proposed for the new ferry terminal is 800m further way from the city centre than the existing facility and so is more remote and less accessible to foot passengers which it is estimated would on average be over 200 per sailing.
- The application should provide details of the anticipated passenger numbers to inform what provisions need to be provided to support the proposed operation.
- The terminal lacks bus and taxi services and the application is silent on what commitments there will be to provide joined up transport services connecting the terminal to other public transport facilities such as Lime Street Station and Queens Square Bus Station.
- The application makes no provision for bus bays or shelters within the development site.
- It appears that foot passengers will have to make an estimated 12 minute walk to James Street Station which will cause difficulty for many people who use the service particularly the elderly and those with reduced mobility or carrying luggage.
- There is no certainty the proposed pedestrian links to Princes Dock will be delivered.
- The operator should make greater commitments identifying and assisting those foot passengers requiring onward transport from the terminal particularly because of the exposed nature of the site and the frequency of inclement weather.
- The site should be served by a sheltered well-lit pedestrian footpaths.
- The application make little mention of the particular pressures like when the TT is held and how the needs of motorcyclists will be met to ensure the service can cope during the peak periods.
- The proposed site is too small and will not be able to cope with peak demands so the terminal should be re-sited in a larger more accessible site or the proposed site should be substantially expanded.
- If the application is approved the applicant should be made to ensure there are binding commitments to provide dedicated bus services as a condition of the permission.
- The layout of the terminal means it will not be able to cope at peak periods with the number of private vehicles and taxi's seeking to drop off and collect passengers

from the site whilst other traffic comes and goes. This will lead to significant congestion problems in and around the terminal.

- The terminal will cause nuisance for local residents who will experience noise and vibration when the ships are in as a result of the vessels engines, vehicles getting on and off especially motorbikes at TT & MGP time, port vehicles such as fork lift trucks, alarm horns, PA systems, plant and machinery.
- The scheme will diminish local air quality and cause pollution as a result of marine and car/bike exhaust fumes which will pose a severe health hazard.
- The application will increase traffic levels on Waterloo Road causing congestion and air pollution.
- The proposed ferry use of the site as a ferry terminal is incompatible with a residential environment.
- The terminal's operating hours should be restricted to daytime hours.
- Waiting and parking times should be restricted to prevent build-up of vehicles on the dock and approach road.
- Parking areas should be screened and engines turned off and use of horns prohibited.
- The latest emission standards should be applied to ensure the ferries meet the latest emerging standards to minimise pollution.
- There should be no open storage of materials.
- Moving the terminal further away from the city centre will mean it takes longer to get to given the confusing road network.
- The scheme will cause light pollution with light from ferries, the terminal, signage and vehicles at both the terminal site and on the approach road.
- The proposed terminal building has a basic design and will do nothing to enhance the view from the waterfront.
- The building contains too much glass which will cause over heating in summer and high fuel costs in winter.
- The proposed signage are inappropriate and unattractive and should be re-designed to enhance the appearance of the site.
- The IOM should be aspiring to a higher quality and more pleasing designs should be sought for such an important location within the WHS.
- The landscaping is very weak and an improved design should be sought to better integrate the site into the dock landscape.
- The development will have a harmful impact on the heritage of the site and the surrounding area, including the World Heritage Site which is already on UNESCO's 'in danger' list.
- The proposed scheme will impact on the setting of the Grade II listed Waterloo Warehouse.
- The infilling and works to the dock wall will damage the listed dock wall structure.
- The vehicle marshalling/parking area will diminish the setting of the Conservation Area.
- The proposed development involves the infilling of Waterloo Dock which is contrary to planning policy and the principles of the WHS SPD and would have a detrimental impact on the heritage of the dock and the living conditions of nearby residents.
- There must be better alternative sites that don't require the infilling of the dock.
- The ferry terminal would not achieve the level of economic benefit that would justify the infilling the dock proposed

- The existing use of dock water space for leisure purposes would be compromised.
- Construction of the site would mean significant disruption and nuisance for nearby residents affecting quality of life and causing huge amount of stress.
- The operation of the site would cause round the clock noise nuisance for nearby residents.
- Swans nest in the dock every year and would be pushed out by the development.
- The development of a new terminal may eventually result in the re-direction of freight form port at Heysham which would increase noise and air pollution and cause further nuisance to local residents,
- The plans to use the bridge link adjacent to Alexandra Tower will put people at risk because this building has a history of falling cladding due to weaknesses in the cladding which still persists.
- There should be no loading and unloading of freight at night time and weight limits should be imposed tied to hours of operation.

Historic England – Note that the many phases of construction and alteration to Princes Half Tide dock and Waterloo Dock, as a functional part of the port infrastructure, add hugely to the significance of the assets and demonstrate innovative technologies and dock construction from the 18th to the 20th century. The works were overseen by the most important dock engineers of the period and the alterations represents the development of global trading and cultural connections throughout the British Empire. These values are key attributes of the Outstanding Universal Value (OUV) of Liverpool Maritime Mercantile City World Heritage Site.

Historic England recognise that the ferry terminal and associated buildings could be a sympathetic addition to the wider river front setting of Pier Head buildings. They also note, however, the proposed infilling of part of Prince's Half Tide dock and a section of West Waterloo Dock would mask those elements that directly reflect the innovation and alterations that occurred as a direct result of improvements to dock design and management, as well as reflecting the need for the port to take larger and greater numbers of ships. The localised section of infilling, would, nevertheless, allow the form of Prince's Half Tide Dock as a wide area of water to be retained, sustaining its existing characteristics.

Taking these points into account, Historic England are of the opinion that the proposed partial infilling of areas of these docks would be harmful to their significance and have concerns about the harm the development would cause to the significance of both the grade II listed structures and the Stanley Dock Conservation Area. They consider that since the ability of the docks to accommodate sea going vessels, would still be evident due to the retention of a large area of the basin, the level of harm would be at the middle of the scale and is less than substantial. In which case they advise the Local Planning Authority should consider whether a clear and convincing justification has been provided for the need for the infilling, in line with paragraph 194 of the NPPF and that the identified less than substantial harm is weighed against the stated public benefits of the scheme, which should be truly public, deliverable and can be secured, including the improved transport facility to the Isle of Man and the continuation of a port function at the site.

Environment Agency – No objections subject to conditions regarding drainage, flood risk, piling/foundation design and contamination.

Natural England – Following receipt of further information within the revised HRA, Natural England is satisfied that the specific issues raised in previous correspondence relating to this development have been resolved. On this basis Natural England are satisfied that the identified impacts on the designated sites can be appropriately mitigated with the measures outlined within the shadow HRA, and therefore do not have any objections to the proposed development provided the proposed mitigation measures are secured by appropriate planning conditions.

Merseyside Environmental Advisory Service (MEAS) - Advise they are satisfied the content of the submitted Environmental Statement (ES) meets the requirements of the Environmental Impact Assessment Regulations and the assessments undertaken are appropriate. With regards to the Habitat Regulations they advise that the conclusions of the shadow Habitat Regulations Assessment (HRA) submitted with the application (and subsequently amended) are acceptable and that the Council can adopt this as their own as a basis for determination of the application. This HRA concludes that the proposals are unlikely to have significant adverse effect on the sites of ecological importance which exist nearby and subject to a suitably worded condition requiring approval of a Construction Environmental Management Plan and Ecological Conservation Management Plan the requirements of the Habitats Directive will be met. The application has also been assessed in respect of archaeology and waste and conditions are recommended to ensure the scheme is undertaken in line with relevant guidance and the application is acceptable from these perspectives.

Merseyside Fire and Rescue: Advise about the standard requirements the scheme should meet for access for fire appliances, fire-fighting water supplies; and in relation to hazardous substances.

Canal & Rivers Trust – No response.

United Utilities – No objections subject to standard drainage conditions.

Merseytravel – Request the developer and the operator of the cruise liner terminal be required to make a contribution towards the re-introduction and maintenance of a bus service to Princes Parade once the terminal comes into use in line with the Liverpool Waters Bus Strategy. Also request all construction works are undertaken in a safe manner that would not impact on the underlying Queensway and Kingsway tunnels which lay to the north and south of the site. And finally request that LCC ensure the traffic generated by the development would not adversely affect public transport services in the locality.

Design Review: Places Matter have reviewed on three occasions as part of an iterative design evolution process which has helped refine the final scheme. They complimented the level of detailed consideration that has evidently gone into the scheme's design and supported the central aim to deliver a pavilion style building that achieved 'embassy' standard through a simple elegant high quality design. Concerns were raised that the customer and pedestrian experience might be diminished because of the expanse of hard standing on the approach to the terminal and the need to satisfy security requirements which they recommend should be mitigated as far as possible through thoughtful landscaping and the use of high quality materials across the external areas. The need to bring clarity in

to the materials and roof line was recommended as it was suggested some of the images of the building remain unconvincing.

Inter Departmental

Highways Manager – Advises the proposal is all contained within private land and does not impact on the adopted highway. As such there is no requirement for a highway license. It is noted that the development site boundary is not currently linked to the adopted highway which would usually raise concerns regarding means of access, however, it is recognised that in this case the development is to be accessed from a new link road which will connect the site to Waterloo Road. The new road known as the 'Northern Link Road' is to become adopted highway. It will therefore be necessary for this new road to be fully constructed prior to the opening of the development to the public and a 'Grampian' condition setting out this requirement will be required (condition 11 refers). The application is supported with a Transport Assessment which includes a minimum accessibility standard assessment and an appraisal of the existing traffic conditions with comparison to the likely traffic generations once the development proposals are operational. The results of the Transport Assessment are accepted by the Highways Manager who is satisfied the traffic impact is also acceptable. On this basis the Highways Manager has no objections to the proposal from the highways perspective subject to the recommended conditions.

Environmental Health – Have reviewed the Noise & Vibration and Air Quality chapters of the Environmental Statement submitted in support of this application and concur with the report findings.

This report notes that in relation to the construction phase of development, unavoidable adverse noise and vibration impacts are predicted, but these would be temporary and localised and mitigation measures can be implemented to minimise the scale of these impacts and in regard to the operational phase of development noise from fixed plant should be controlled by the recommended condition (condition no. 29).

In relation to traffic it is not anticipated movements on the surrounding road network, arising from the operation of the ferry terminal will give rise to any significant noise impacts, and noise from the passenger pick-up/drop-off area will be negligible. With regards to noise from the ferries themselves as they arrive, load/unload and depart (including fan noise from the ferry engine rooms), this has also been modelled and the nearest noise-sensitive premises are predicted to have moderate to major adverse noise impacts. However, these effects are intermittent, only occurring for a limited period of 1½ hours when ferries are scheduled (a maximum of 11 times per week), and do not occur during the night-time period. Furthermore, whilst the relative increase in noise during periods when a ferry is docked would be discernible, the absolute noise levels are not considered to be excessively high for a daytime/evening operation in an urban area. Predicted noise levels from the ferry are no more than 60 dB(A), which falls within the typical range of normal conversational speech (55-65 dB(A) at 2 metres). It should also be borne in mind that the riverside apartments are already subject to intermittent noise from the movement of vessels along the river. Finally, if mitigation of ferry noise were to be considered in the form of screening, this would have the undesirable side-effect of reducing residents' vistas over the River Mersey.

On balance, the intermittent adverse noise impacts from the operation of the ferry terminal on nearby noise-sensitive properties, are therefore considered to be acceptable in this historic port setting.

In relation to air quality it is noted that during the construction phase of development, unavoidable dust impacts are predicted, but these would be temporary and localised and can be mitigated through good practice measures that can be secured by appropriate condition. During the operational phase of the development the assessment predicts that the effect on air quality will be negligible at nearby residential properties. It is nevertheless recommended that a condition which requires signage to be installed in this area that reminds drivers to switch off their engines whilst stationary and waiting to board the ferries would be appropriate. This will discourage idling and therefore reduce vehicle exhaust emissions and help reduce the air quality impact of the development and would also have some benefit in terms of noise reduction (condition 30 refers).

Drainage: Advise the details submitted in relation to drainage are acceptable subject to conditions regarding maximum surface water discharge rates and the implementation and future maintenance of the proposed sustainable drainage system.

Intra Departmental

Conservation: There are conservation concerns over the proposals in its current form because the proposed works fail to preserve the special architectural and historic interest of the grade II listed Princes Half Tide Dock retaining walls and lock gates. However, it is accepted that this harm is less than substantial and could be considered acceptable when balanced with other planning considerations given the wider public benefits of the proposals (in accordance with paragraph 196 of the NPPF). The application is considered acceptable in conservation terms in regard to other affected heritage assets as overall it is considered the works will conserve the Outstanding Universal Value of the World Heritage Site; will preserve the character of the Stanley Dock Conservation Area; and the setting of the adjacent listed buildings.

Urban Design: Advise the proposed scheme presents a layout which makes effective use of the land available given the functional requirements of the proposed use. Whilst the building is modest in scale it helps mark the historic dock entrance and appears in keeping with the dock landscape. There are some concerns about the visual impact of the vehicle holding area which will be detrimental to the dockside landscape when full and the ancillary security/check in buildings appear unduly prominent from certain viewpoints. There are also concerns about the durability of the proposed use of polycarbonate as a building material. It is recommended that additional windows in the ground floor would add visual interest and more variation in the treatment of ground surfaces would help break up the area whilst a wider footpath would provide a more relaxed space to walk along the perimeter of the site.

NB: The proposed development involves works to the marine environment. These elements of the scheme are subject to separate controls administered by the Marine Management Organisation (MMO) and the Harbour and Ports Authority and are independent of the planning application process.

Any further correspondence received following the circulation of this Committee report will be reported at Planning Committee.

Planning Policy

The following local and national policies have been identified as being the most relevant to the assessment and determination of this application:

Liverpool Unitary Development Plan (November, 2002)

The following saved UDP policies are relevant to the determination of this application and are considered to align with the principles, aims and objectives of the NPPF and are therefore considered to carry significant weight.

GEN3: Heritage & Design in the Built Environment.
GEN8: Environmental Protection.
E6: Mixed Use Areas and Sites for Various Types of Development.
HD5: Development Affecting the Setting of a Listed Building.
HD8: Preservation and Enhancement of Conservation Areas.
HD12: New Development Adjacent to Conservation Areas.
HD17: Preservation of Archaeological Remains.
HD18: General Design Requirements.
HD19: Access for All.
HD23: New Trees and Landscaping.
HD24: Public Art.
OE4: The Mersey Coastal Zone.
OE6: Development and Nature Conservation.
OE15: Environmental Improvement Corridors.
T6: Cycling.
T7: Walking and Pedestrians.
T8: Traffic Management.
T9: Road Safety.
T10: New Road Schemes
EP1: Vacant, Derelict and Neglected Land.
EP2: Contaminated Land.
EP9: Waste Storage.
EP11: Pollution.
EP12: Protection of Water Resources.
EP13: Flood Prevention.

National Planning Policy Framework.

The National Planning Policy Framework (February 2019) sets out the Government's planning policies for England and how these are expected to be applied. The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise (including this Framework). The Framework replaces the previously published planning policy statements (PPSs) and planning policy guidance notes (PPGs).

Draft Local Plan

It is acknowledged that the draft Local Plan has now been published and that the policies contained therein are also material in the consideration of this application. Members will note the new draft plan contains a chapter devoted to the City Centre and for the first time contains policies which are unique to the City Centre. This is in recognition of the specific characteristics and role of the City Centre as the primary economic, retail, cultural and tourism centre for the City and City Region. These policies, which are both area and thematic based, need to be considered along with all other relevant city wide policies in the draft plan.

In regard to the proposal which is the subject of this particular application the spatial policies in the draft local plan summarised briefly as follows are considered to be most relevant:

Policy TP1 Improving Accessibility and Managing Demand for Travel – Developments should be phased to coincide with new transport infrastructure provision and make a positive contribution to the accessibility of pedestrians and cyclists as well as improving efficiency of bus ferry and rail facilities.

Policy TP4 Strategic Road Schemes – The construction of new roads will be supported only where it can be demonstrated it will assist regeneration by attracting new investment through opening up employment opportunities and secure environmental improvements by removing traffic from congested areas.

Policy CC10 Waterfront Design Requirements – development on the waterfront should be high quality and respect its sensitive historic surroundings whilst making adequate provision for access parking and servicing.

Policy CC12 Liverpool Waters – applications which deliver the Liverpool Waters scheme to regenerate this historic dockland site and create a world class, high quality, mixed use waterfront quarter and provide for substantial growth of the City's economy will be supported.

Policy R1 Air, Light and Noise Pollution – proposals likely to have a pollution impact should seek to minimise air pollution and incorporate measures to minimise harm.

Policy EC4 Culture, Tourism and Sport – proposals which reinforce and promote Liverpool's role as a centre for tourism, culture and major events and as a key destination for business tourism will be supported.

Policy EC8 The Ports of Liverpool & Garston – proposals to continue the sustainable development of the ports will be supported and improvements to passenger access will be encouraged.

Policy EC6 Mixed Use Areas – planning permission will be granted for the range of uses specified subject to the provisions of other relevant plan policies.

Policy HD2 World Heritage Site – proposals which conserve or where appropriate enhance the Outstanding Universal Value of the WHS will be supported in line with the WHS Supplementary Planning Document.

In considering the weight to be attached to these policies it is noted the NPPF states as follows:

From the day of publication, decision-takers may also give weight to relevant policies in emerging plans according to:

- the stage of preparation of the emerging plan (the more advanced the preparation the greater the weight that may be given);
- the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- the degree of consistency of the relevant policies in the emerging plan to the policies in this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given)

As such it is considered that whilst the new policies should in future be the initial source of policy guidance where any contradiction arises with the policies in the UDP, only limited weight should be attached to the new draft policies until the local plan has been scrutinised through an 'Examination in Public' and any representations made concerning these policies have been duly considered. In this case no conflict arises.

Other Material Considerations

Liverpool Maritime Mercantile City World Heritage Site – Supplementary Planning Document (October, 2009).

Ensuring a Choice of Travel – Supplementary Planning Document (2008).

Design for Access for All – Supplementary Planning Document (July, 2010).

Issues

1. Principle of Use
2. Conformity with Liverpool Waters Masterplan
3. Highways and Traffic Management
4. Impact on World Heritage Site and other Heritage Assets
5. Environmental Considerations
6. Impact on Residential Amenity
7. Design and Provisions for Public Realm & Landscaping
8. Summary

Officer Assessment

1 Principle of Use

1.1 The application states the need to redevelop and relocate the existing Isle of Mann Ferry has arisen for the following reasons:

- The current IOM ferry facility is outdated and near the end of its operational life;
- The relocation of the ferry terminal from its current location will allow the redevelopment of the adjacent Liverpool Cruise Terminal;
- The need to expand the capacity of the existing terminal to cope with increased demand for both vehicles and passengers has been identified;
- The new facility will create an opportunity to address issues and inefficiencies in the layout of the existing ferry terminal;
- The development offers the opportunity for the Isle of Mann Government to invest in the city of Liverpool and make a positive contribution to the Liverpool Waters regeneration scheme.

1.2 In accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 an Environmental Statement (ES) has been submitted with the application. The ES explains the alternatives that have been considered which led to the scheme being proposed. The application explains that 'no development' was not an option for the applicant as this would have led the site of the current facility into a state of dereliction with consequent negative visual impact and health and safety implications. The existing terminal lacks sufficient space at peak times which causes operational difficulties whereas a new ferry terminal will have modern facilities better capable of meeting demand and improve the traveller's experience. For these reasons not developing a new facility was discounted and a series of potential sites were considered.

1.3 In assessing possible locations the key drivers were proximity to the city centre, proximity to the existing Isle of Mann ferry terminal; proximity to roads and utilities; sufficient developable land; and site ownership. In considering the alternatives the proposed site was considered to provide the best location taking account of the fact that it was originally earmarked as the site for the cruise liner terminal and is now available given that scheme is now being built at the Princes Jetty site instead. Waterloo Dock and Princes Half Tide Dock are located close to the city centre and the site will have good vehicular access with the construction of the Northern Link Road. Improved pedestrian connections can also be achieved by re-opening the footbridge link between the site and Princes Dock next to Alexandra Tower. Taking these factors into consideration the site was considered the optimum location for the new ferry terminal.

1.4 In planning policy terms the majority of the site is allocated in the Liverpool Unitary Development Plan (UDP) for mixed use development under Policy E6. Princes Dock is identified as one of the major development opportunities in central Liverpool where planning permission exists for office, hotel, conference

centre and residential development under the partially completed Princes Dock Masterplan.

- 1.5 More recently the Draft Local Plan identifies the site as falling within the boundary of the City Centre and within the Liverpool Waters Masterplan Area under Policy CC12. This policy sets out support for the wholesale re-development of the Liverpool Waters site in order to create a high quality, mixed use waterfront quarter that will enable the substantial growth of the City's economy. Policy CC11 of the Draft Local Plan, which relates to the recreational use of dock water spaces quaysides and the waterfront, states proposals which facilitate greater access and recreational/leisure use of the docks and which contribute towards the creation of an inclusive and usable movement along the waterfront will be supported. In addition Policy TP3 of the Draft Local Plan 'Safeguarding Land for Transport Functions' confirms policy support for proposals which will maintain, improve or develop the Isle of Mann ferry services.
- 1.6 In assessing the proposed development, Planning Officers have also been mindful of paragraph 11 of the National Planning Policy Framework (NPPF), which states that local planning authorities should apply a presumption in favour of sustainable development. The NPPF also states planning decisions should help create conditions in which business can invest, expand and adapt and significant weight should be placed on the need to support economic growth and productivity (paragraph 80), within the overall economic, social and environmental objectives set out in the NPPF (paragraph 8).
- 1.7 Evidently ferry and cruise facilities must be located on the waterfront. And given the proposals are intended to facilitate development within a derelict site which is identified as a priority regeneration area in both the UDP and Draft Local Plan, it is considered there are no conflicts in principle to the use of the site as a ferry terminal in land use terms.
- 1.8 It is accepted the limited reclamation works are necessary to facilitate the development and have been designed to minimise the extent of infilling of the dock and as sympathetically as possible given the operational constraints to the fabric of the site. The scheme will enable the Isle of Mann to establish a greater presence with more modern terminal which will help attract investment to the city and the Isle of Mann to the benefit of both.
- 1.9 On this basis the proposals are considered acceptable in principle and complies with Policies E6 of the Liverpool Unitary Development Plan, Policies CC11 and C12 of the Draft Local Plan and the NPPF including paragraphs 8, 11, 80 & 97.

2.0 Conformity with Liverpool Waters Masterplan

- 2.1 The Liverpool Waters application set a framework for development within Central Docks, Princes Dock and the other Liverpool Waters neighbourhoods. These details were very thoroughly assessed and approved by the grant of the outline permission (Ref: 10O/2424).

- 2.2 The proposed IOM ferry terminal was not envisaged in the original Liverpool Waters masterplan and the proposed new Liverpool Cruise Terminal was originally located within the Central Docks neighbourhood. As the proposed ferry terminal development falls within the Liverpool Waters application site it is necessary to consider how the proposal affects the wider development plans of the Liverpool Waters scheme as this is a corporate development priority.
- 2.3 Policy CC12 of the Draft Local Plan states the City Council will support applications which deliver the vision for the Liverpool Waters site, which is to create a world class, high quality, mixed use waterfront that provides for the substantial growth in the city's economy. The sub text to this policy acknowledges that given the extent of the site and period over which the permission is to be implemented a number of other development proposals are likely to be brought forward which did not feature in the original Liverpool Waters indicative masterplan. In such instances it will be necessary for the LPA to assess these alongside the development approved to date to ensure such schemes do not prejudice the delivery of the overall scheme.
- 2.4 As the proposed IOM ferry terminal did not feature within the original Liverpool Waters masterplan it has to be submitted for consideration as a standalone application rather than a reserved matters application under the outline permission. If approved the development granted would therefore be controlled by conditions recommended in this report rather than through conditions attached to the Liverpool Waters outline permission. This follows the example set by the recently approved developments which fall within the Liverpool Waters site including the City Council's new Cruise Liner Terminal development located within Princes Dock and the Northern Link Road scheme located within the Central Dock neighbourhood, which were both approved at Planning Committee on the 11th April 2018.
- 2.5 It is relevant to note the intention is that in so far as possible future applications within the Liverpool Waters site will be submitted for consideration as reserved matters under the outline permission now that the relevant conditions of outline permission have been discharged and subsequent adjustments made to the original outline application through the granting of a s96a (non-material amendment) decision 16th November 2018.
- 2.6 Notwithstanding the application procedures the IOM proposals have been designed with careful regard to the Liverpool Waters application and in particular to ensure any deviation from the original masterplan does not prejudice the outline consent. A conformity report has been submitted with the application which explains how the proposed ferry terminal stands in relation to the parameters of the approved Liverpool Waters scheme and how the conditions of the outline permission have been considered to ensure the proposal is consistent with the objectives of the Liverpool Waters proposals.
- 2.7 This conformity report describes how the proposed ferry terminal sits on Development Plot C01 of the Liverpool Waters site on land that was allocated for a cruise terminal and whilst not exactly the same the ferry terminal performs

a similar land and water travel terminus function which lies within the same planning land use class (sui generis use). And although development of the IOM scheme at this location would preclude the delivery of a cruise terminal at this site the fact that the new cruise liner terminal is being delivered at Princes Dock means the overall Liverpool Waters consent is not being compromised.

- 2.8 The submitted conformity report has reviewed and evaluated each condition of the Liverpool Waters outline permission in relation to the IOM application and shown that the proposals are consistent with the terms of the outline permission, to the extent that is possible, and where the IOM application does not conform to the Liverpool Waters permission then it is demonstrated that the IOM application does not prejudice the overall objectives of the Liverpool Waters proposals.
- 2.9 Consultation has been undertaken with relevant stakeholders and key consultees at pre-application stage in accordance with the protocols established to facilitate the Liverpool Waters development and the proposals have been designed to ensure that the development substantially conforms to, and does not prejudice, the delivery of the remainder of the area covered by the Liverpool Waters permission.
- 2.10 In policy terms the application site falls within an area that is zoned for mixed use development in both the Unitary Development Plan and the Draft Local Plan. In the Draft Local Plan Liverpool Waters is specifically identified as a major development opportunity within central Liverpool under policy CC12. The overall ambition for the scheme being a comprehensive transformation of the city's northern docks by creating a world class, high quality, mixed use waterfront quarter in central Liverpool over the next 40 years. Whilst the proposed IOM ferry terminal was not part of the original indicative masterplan the new facilities will provide valuable infrastructure that involves bringing derelict dockland back into maritime use. The development will compliment plans for the proposed new Liverpool Cruise Liner Terminal and help attract further investment in the Liverpool Waters scheme and the city's waterfront generally.
- 2.11 Clearly the site occupies a sensitive location within the WHS Buffer Zone it is essential that development maximises the potential opportunity and crucially does not harm the Outstanding Universal Value of the World Heritage Site heritage assets of the site. The Environmental Impact Assessment submitted with the application explains the proposed ferry terminal will have less than substantial harm on the heritage assets and the re-use of the docks for a port function delivers sufficient public benefit to comply with the requirements of para 196 of the NPPF.
- 2.12 The impact of the development on the surrounding highway network has been carefully considered by the Highways Manager who is confident the scheme can be accommodated at this site without disrupting travel patterns given the other programmed highway works that will connect the site to the highway network and improve the flow of traffic across this part of the city centre.

- 2.13 The proposed scheme includes the provision of new public footpaths and segregated cycle route within a landscaped corridor that will tie in to surrounding development plots through the provision of new areas of public realm. Appropriate management strategies and mitigation measures, are planned to ensure potential problems of noise, air-quality, waste, ground contamination, water quality, and flooding will be suitably mitigated, during construction and to protect residential and environmental amenity, as well as public health and safety.
- 2.14 Taking these requirements into account it is considered that the construction of the proposed ferry terminal will help open up development opportunities within the docks and help attract investment in the wider Liverpool Waters scheme and subject to the terms and conditions recommended in this report will secure environmental improvements including landscaped public realm and enhanced pedestrian permeability with the remainder of the Liverpool Waters site.
- 2.15 Having regard to these considerations and the recommended conditions it is considered the site and does not prejudice the delivery of the wider Liverpool Waters regeneration project and so the application accords with the NPPF, Policies E6 and T10 of the Liverpool UDP, policies CC11, CC12, EC4, EC6 and EC8 of the Draft Local Plan, and the Liverpool City Centre SIF.

3.0 Highways and Traffic Management

- 3.1 The application is supported by a Transport Assessment (TA) which examines the existing site and accessibility conditions in the surrounding area, and models the impact of the proposed ferry terminal on the local highway network having due regard to the development's operational requirements and future transport scheme aspirations.
- 3.2 The scope and methodology used in the TA has been agreed with the Highways Manager who considers the TA provides a robust assessment of the impact on the existing highway network given it takes into account as part of the base conditions, a number of committed development proposals that are not currently on the network including the traffic generated by the new Liverpool Cruise Liner scheme (application ref:17O/3230), the approved Northern Link Road development (application ref:17F/2628), the proposed Southern Link Road (application ref:18F/1419), and the Liverpool Waters regeneration project (application ref:10O/2424).
- 3.3 The TA considers the impact of the proposed ferry terminal on existing junctions where Bath Street/Waterloo Road links to Princes Parade and where the approved Northern Link Road connects with Waterloo Road. The capacity assessment of the proposed signal junction at Bath Street indicates that with these committed developments the road network is capable of accommodating the development and the scheme is acceptable from a highways perspective.

- 3.4 The new IOM Ferry Terminal will combine both the current IOM sailings from the Liverpool berthing facility at the Pier Head and also the weekend sailings to Douglas from the 12 Quays Terminal at Birkenhead. It is noted the new facility will offer the same sailing frequencies and timings as the existing facilities and is therefore not expected to see an increase in passenger numbers.
- 3.5 The 'Manannan' operates once or twice daily between March to the first week in November; and the 'Ben-my-Chree' currently operates once daily on Saturdays and Sundays only, during November to March. A review of the ferry timetable information indicates that sailings from the new terminal to Douglas would be as follows:
- 3.6 The 'Manannan' leaves at 11:15 on a minimum of three weekdays, with an evening sailing departing at either 19:15 or 19:30 depending on the month.
- 3.7 The 'Ben-my-Chree' departs at 14:00 on both Saturdays and Sundays. Ferries arrive in Liverpool from the Isle of Man at 10:15 and either 17:45 or 18:15. Typical hours for turnaround activities are summarised as follows:
- General passage time for Manannan of approximately 2 hours 45 minutes
 - Overall disembarkation and embarkation period of approximately one hour in the morning and two hours in the afternoon
 - General passage time for Ben-my-Chree of approximately 4 hours 15 minutes
 - Overall disembarkation and embarkation period of approximately 1 hour and 15 minutes.
- 3.8 Check-in opening period for vehicles and foot passengers of approximately 2.5 hours before the sailing.
- 3.9 It is estimated that the hours of operation for the proposed development, including terminal operations, processing of vehicles, foot passengers and security would be from approximately 08:00am to 8:00pm, however, this can vary from day to day and between seasons and sailing times can also vary depending on navigational factors.
- 3.10 Highways note that the surrounding road network has an identified AM and PM peak period of 07:45–08:45 and 16:30–17:30 respectively and taking into consideration the sailing and check in times it is considered that overall there would be limited ferry traffic being generated during the commuter peaks.
- 3.11 Highways requested a sensitivity test be provided as part of the TA to examine the impact of traffic associated with an arriving or departing ferry coinciding with the AM or PM peak hour traffic and two scenarios have subsequently been conducted. A key consideration in estimating the level of traffic likely to occur during the peak periods was the check-in time for vehicles which is 2 hours and 30 minutes before the sailing time. Considering the traffic profile across the check-in period it's reasonable to assume that most vehicles would avoid arriving during the AM and PM peak periods. As such, it was

agreed that 20% of vehicles (67) would check-in during the 45-minute period between 08:00 (when check-in opens) and 08:45 (end of the AM peak). With the remaining 80% of vehicles (266) occurring outside the peak period. Traffic associated with the arriving Isle of Man ferry will depart onto the network after 08:45 and would therefore miss the AM peak. The same arrival profile was used for the PM peak with 20% of vehicles (25) arriving between 16:45 (when check-in opens) and 17:30 (end of the PM peak). With the remaining 80% of vehicles (102) occurring outside of that peak period.

- 3.12 Scenario 1 represented a realistic and everyday situation where a departing ferry's check in and arrival traffic part interacted with the morning or evening peak traffic, whilst Scenario 2 of the sensitivity test represented a more adverse situation where a ferry's arrival or departure times were changed to coincide wholly with the AM or PM peak periods. For the sensitivity tests it was agreed that operational analysis would be undertaken of the Northern Link Road / Waterloo Road Junction and the A565 Great Howard Street / Paisley Street Junction. The results of the analysis indicate that the development traffic can be accommodated without detriment to traffic conditions on the local highway network and degrees of saturation, which is an indication of how well the network junctions are operating and how much spare capacity remains, were all at satisfactory levels with the highest showing 90.5% DOS in scenario 2.
- 3.13 This figure relates to the PM outbound traffic at the Waterloo Road junction in the northbound ahead and left turn lanes which would be expected to return a high value due to the volume of traffic passing through the junction; this junction however still retains approximately 10% spare capacity. The sensitivity tests are therefore accepted, and any traffic impacts are at acceptable levels so as not to cause undue delay or operational capacity issues on the network.
- 3.14 It is also noted by Highways that the new location of the IOM Ferry Terminal also provides a network benefit as it will remove ferry bound traffic from entering St Nicholas Place. This location has limited queuing capacity at the junction and is prone to being blocked at peak times with the heavy volume of north and southbound traffic on New Quay and George's Dock Gates, therefore it is acknowledged that the relocation of the terminal to Central Docks will reduce network congestion at this intersection.
- 3.15 The development includes a cantilevered pathway running north to south around the eastern perimeter boundary of the site. Highways have advised would require for this feature to be accessible to both pedestrians and cyclists and for it to be open and accessible at all times so that public right of way access is maintained. As such, no gates or barriers should be erected without the written permission of the City Council as the Local Planning Authority; a condition setting out this requirement has been recommended (condition 15 refers).
- 3.16 The development provides satisfactory access for servicing and passenger vehicles, there are suitable circulation routes which include provision for drop-off for coaches and taxi ranks. There are holding areas for passenger vehicles

which are separate from the circulation routes and this is also considered appropriate.

- 3.17 The staff parking includes 17 vehicle spaces and 10 cycle spaces. This is considered appropriate for the maximum number of staff which is reported as 28 during the summer months. Highways would, however, require a minimum of 2 motorcycle parking spaces for staff to be installed with ground anchor points for security furthermore, the proposed cycle parking should be covered to provide protection from the elements and located in an area inaccessible to the general public.
- 3.18 From the timetable information it is evident that there will be seasonal periods when the facility is not in use. The Highways Manager is concerned to ensure that the development site is not used for other activities such as large-scale gatherings and events which could attract high volumes of vehicles and pedestrians, without any prior assessment of the likely impacts being first undertaken and has therefore recommended a planning condition which controls the site use to that being applied for and that any other use would necessitate a separate planning application including full assessment of the accessibility and transport impacts of any alternative proposals for the site (refer to condition 27).
- 3.19 A number of objections have been submitted on the grounds that the site is less accessible than the existing terminal and not well served by public transport making it more difficult for foot passengers. In response it is acknowledged that the relocation of the ferry terminal from St Nicholas Place to its new position at West Waterloo Docks will make it less attractive to choose some modes of public transport over others when accessing the site. In considering this aspect, and the concerns raised regarding bus accessibility, Highways reviewed the development's accessibility by sustainable travel modes.
- 3.20 Whilst it is generally desirable for all modes of public transport to be accommodated within a development proposal, the Highways Manager is satisfied that the majority of sustainable travel options have been granted prominence within this site and that satisfactory provision is subsequently met. There are facilities for taxis, with appropriate ranking areas and drop-off facilities, coach parking is provided within the site, with suitable drop-off and vehicle stacking areas; private vehicles are catered for to allow for disabled travellers drop-off with appropriate accessible provisions, and there are secure cycle parking facilities also within site. To further improve the sustainable travel options the Highways Manager has requested that staff cycle parking facilities are separated from the public areas to improve long stay security of parked staff cycles, and that motorcycle parking is also provided with suitable anchorage.
- 3.21 In addition, there are proposals for a bridged walking link through to Princes Parade from the development site which will also help connect the ferry terminal with lighter trafficked walking routes towards the City Centre and

access to the wider travel options available from the transport hubs located there.

3.22 Regarding the Central Docks area, Highways also acknowledge that the Liverpool Waters scheme is currently being developed and built-out and that the whole area will see wide scale changes with regards to new residential bases and office/business demands for travel options, and that it has therefore been intended that as part of this large scale development that bus priority measures would be given higher prominence and developed as part of the Liverpool Waters applications through the planning conditions associated with the developed neighbourhoods.

3.23 On balance the Highways Manager is, therefore, satisfied that the IOM Ferry Terminal provides appropriate travel options including coach and taxi drop-off facilities, which are considered practical options for the majority of IOM ferry passengers travelling with luggage and whilst the ferry terminal is not particularly well served by buses, the other sustainable travel modes, which are available within the location are considered appropriate and therefore satisfactory accessibility is provided within the site. Furthermore, Highways acknowledge that additional public transport options will also come forward through the Liverpool Waters development as bus passenger demands increase as the Liverpool Waters associated neighbourhoods are occupied and as that scheme develops further.

3.24 Taking these factors into consideration the Highways Manager has confirmed there are no objections to the application from a traffic and highway safety point of view and on this basis it is considered the proposal accords with the NPPF, Policies HD18, HD19, T6, T7, T8, T9 & T10 of the Liverpool UDP, and policies TP1, TP2 & TP4 of the Draft Local Plan, the Ensuring a Choice of Travel – SPD, Design for Access for All – SPD, and Liverpool’s Local Transport Plan.

4.0 Impact on World Heritage Site and other Heritage Assets.

4.1 The application site is situated partly within Liverpool’s World Heritage Site the Stanley Dock Conservation Area and the Pier Head and Castle Street Conservation Areas lie to the south.

4.2 The docks are of significant historical interest and started development in the 1700’S with Princes Half Tide Dock significantly developed in the 1850’s. The dock, which is still in use for leisure purposes, contains a number of the original workings, paving and other historic features. The inner dock walls of the half tide dock are grade II listed as is the dock entrance and gates which are adjacent to the application site. These heritage assets are of international significance, although the buffer zone has seen considerable change during the late 20th century and is presently assessed as being of national significance.

4.3 The Planning (Listed Buildings and Conservation Areas) Act 1990 requires that special attention be paid to the desirability of preserving or enhancing

the character of Conservation Areas and places a duty upon Local Planning Authority's when determining applications which affect the setting of listed buildings to pay special regard to the desirability of preserving the special interest and setting of listed buildings. Paragraph's 190 and 193 of the National Planning Framework advises of the need to assess the particular significance of any heritage asset that may be affected by a development proposal and Local Planning Authorities should ensure conflict is avoided or minimised. When considering the impact of proposals on heritage assets great weight should be given to the asset's conservation and the more important the asset, the greater the weight should be.

- 4.4 Conservation Areas are a local designation and the Grade II listed buildings are of local importance. The grade I and II* listed properties situated at the Pier Head are of national significance. The WHS constitutes a heritage asset that is of the highest significance as it is internationally recognised to be of Outstanding Universal Value. On this basis the site is considered a sensitive location in heritage terms and the Local Planning Authority has to consider carefully the impact of the proposal on the significance of these assets.
- 4.5 The application is accompanied by a separate application for listed building consent (Ref: 18L/3232) for the works required to the listed dock wall which will be determined under delegated powers if this application is granted planning permission.
- 4.6 The Environmental Impact Assessment submitted with the application contains an assessment of the impact of the development on cultural heritage assets in the vicinity of the site. The assessment identifies cultural heritage as comprising archaeological remains; historic buildings; and historic landscapes. The assessment considers the potential impact of the proposal on the historic environment and significance of effects. It also identifies appropriate mitigation measures to remove or reduce anticipated adverse impacts. A separate ICOMOS assessment has also been prepared in support of the application which specifically considers the impact of the development on the Outstanding Universal Value (OUV) of the World Heritage Site (WHS) which is evaluated through an assessment of the impacts of the development on the attributes which convey the OUV of the WHS in accordance with the methodology set out in the ICOMOS guidance.
- 4.7 The EIA study identified all the features with heritage value within the site and those beyond the boundary which the site forms part of their setting. Information was gathered from a range of sources including the Merseyside Historic Environment record; UNESCO World Heritage List; and Historic England's National Heritage List. The potential impact of the proposed scheme was assessed having regard to the significance of the site and the particular importance of the heritage resources. The magnitude of impact of the scheme on known heritage assets was then graded dependent on the extent of impact and the sensitivity and value of resource effected.

- 4.8 In broad terms the overall significance of the site is considered to be of medium value with most of this significance being derived from its historic value. The assessment identified the ferry terminal scheme would have direct and indirect impacts on a range of the heritage assets within the site as well as impact on their contribution to the OUV of the WHS.
- 4.9 At two storeys the terminal building would not feature prominently and is in keeping with the built form that exists along the waterfront which is varied in scale and character. The development will re-instate use of the dock for a maritime use in a location where this would have historically existed. Furthermore, it will restore an activity that would have formed a significant part of the site's original purpose, and allow redundant land to be re-used so that there is a greater appreciation of the WHS. A large proportion of the site is currently derelict which lessens its current contribution to the OUV and the proposals will provide for the restoration of the site through sympathetic landscaping that will retain existing dock features. Whilst the scale and severity of the aspects of the proposals will be large in certain respects such as infilling of parts of the dock structure and the removal/truncation of the historic dockside features within certain areas it is accepted that the impact is unavoidable due to the operational requirements of the scheme and the extent of the harm has been kept to the minimum essential.
- 4.10 In addition the adverse effects to historic dockside features and historic surfaces will be minimised by the retention and re-use of dock fabric, the repair and re-use of dockside furniture and the provision of a scheme of heritage interpretation through the landscaping and public art which will enhance appreciation of the site.
- 4.11 Historic England have confirmed that whilst they consider the development will result in some harm to the heritage value of the site they consider the level of harm to be less than substantial and this can be weighed against the wider public benefits of returning the dock to a maritime function. In this case the Local Planning Authority considers the application meets the requirement of paragraph 196 of the NPPF in as much as the re-use of the site as a ferry terminal justifies the harm that would result.
- 4.12 In addition Merseyside Environmental Advisory Service (MEAS) advise they are satisfied the Environmental Assessment meets the requirements of the Environmental Impact Assessment Regulations the development is acceptable from an archaeological perspective subject to the recommended conditions.
- 4.13 On this basis it is considered the proposal accords with Paragraphs 193, 194 & 196 of the NPPF, Policies GEN3, HD5, HD8, HD12, HD17, HD18 and HD20 of the Liverpool UDP, and Sections 4.2, 4.3, 4.4, 4.5 & 4.7 of Liverpool's World Heritage Site – SPD and policies HD1 and HD2 of the Draft Local Plan.

5.0 Environmental Considerations

- 5.1 The application is supported by an Environmental Impact Assessment (EIA) and shadow Habitats Regulations Assessment (HRA) which have been assessed by Merseyside Environmental Advisory Service (MEAS) as the city's expert advisors on ecology matters and Natural England, the government's statutory adviser for the natural environment in England.
- 5.2 EIA is necessary because the proposed development falls under Schedule 2 of the EIA Regulations, Category 10 (g), concerning the 'construction of Harbour and Port Installations'. The site area exceeds the 1 hectare threshold and also falls within a 'sensitive' area given its location relative to the WHS.
- 5.3 The HRA is required because the site falls within the Liverpool Bay Special Protections Area (SPA) and is near to a number of European protected sites including the Mersey Estuary Special Protection Area (SPA) and Ramsar site and the Mersey Narrows and New Ferry SSSI's which are protected under the Habitats Regulations 2017. Given the development is close to these designated sites UDP policies OE5 and OE6 and policy GI 5 of the Draft Local Plan apply.
- 5.4 A review of the shadow HRA provided with the application has been undertaken by MEAS and Natural England who have considered the likely significant impacts upon qualifying species of protected sites, i.e. Natura 2000 wetlands on the River Mersey. In response to initial concerns further addendums to the ES and HRA have been provided to supplement the wintering bird surveys and inform the potential package of appropriate mitigation measures. The shadow HRA now includes the following additional information:
- Provision of a permanent floating pontoon, to be located within Princes Half Tide Dock, as cormorant mitigation. The pontoon will be designed to include perches for cormorants;
 - The production and undertaking of an Adaptive Management Plan in order to monitor the usage and effectiveness of the proposed cormorant mitigation;
 - Commitment to produce an external lighting strategy designed to minimise light spillage.
- 5.5 MEAS and Natural England have carefully considered the submitted reports and confirmed that provided the mitigation identified is undertaken the development will be unlikely to have an adverse effect on the integrity of the features of interest within the UK and European designated sites. The mitigation measures detailed in the updated shadow HRA are, therefore the subject of the recommended conditions (condition no. 4 requiring the works to be undertaken in accordance with a Construction Environmental Management Plan and condition 26 requiring the provision of a floating pontoon for cormorant perching).
- 5.6 The EIA also assesses the potential impact of noise on the designated sites and predicts the development will have a negligible effect on these provided measures are undertaken to avoid noise impact from piling works and suitable cormorant roosting sites are provided. Bird habitat has been included within the site layout and details outlining arrangements for the installation of a pontoon within Princes Half

Tide Dock to provide a roosting platform for cormorants have been agreed with MEAS and NE. The pontoon will also help meet the ecological mitigation requirements of other Liverpool Waters schemes such as the City's new Cruise Terminal and the Northern Link Road.

- 5.7 On this basis Natural England and MEAS have confirmed that they have no objections to the application subject to appropriate mitigation measures being secured by the recommended conditions.
- 5.8 The desk top study undertaken as part of the EIA identified a city wide Air Quality Management Area (AQMA). The area immediately inland from the proposed terminal is urban in nature with the majority of sensitive receptors being the existing residential buildings to the east and south of the site and potentially the residential buildings proposed for the land to the north of the site within Plot C02 of the Liverpool Waters masterplan.
- 5.9 Environmental Health Officers have reviewed the Noise & Vibration and Air Quality chapters of the Environmental Statement submitted in support of this application and concur with the report's findings. This report notes that in relation to the construction phase of development, unavoidable adverse noise and vibration impacts are predicted due to the use of machinery and activity associated with the necessary earthworks, infilling and handling of materials on site. However, these adverse effects would be temporary and localised and mitigation measures can be implemented through employing best practice measures to reduce the impact.
- 5.10 In regard to the operational phase of development it is noted that noise levels are likely to increase when ferries are docked and this would be discernible at nearby residential properties. The impacts are, however, likely to be intermittent and moderate in scale. In relation to traffic it is not anticipated movements on the surrounding road network, arising from the operation of the ferry terminal will give rise to any significant noise impacts, and noise from the passenger pick-up/drop-off area will be negligible. With regards to noise from the ferries themselves as they arrive, load/unload and depart (including fan noise from the ferry engine rooms), this has also been modelled and the nearest noise-sensitive premises are predicted to have moderate to major adverse noise impacts. However, these effects are intermittent, only occurring for a limited period of 1½ hours when ferries are scheduled (a maximum of 11 times per week), and do not occur during the night-time period defined as 11.00pm – 7.00am. Furthermore, whilst the relative increase in noise during periods when a ferry is docked would be discernible, the absolute noise levels are not considered to be excessively high for a daytime/evening operation in an urban area. Predicted noise levels from the ferry are no more than 60 dB(A), which falls within the typical range of normal conversational speech (55-65 dB(A) at 2 metres). It should also be borne in mind that the riverside apartments are already subject to intermittent noise from the movement of vessels along the river. On balance, the intermittent adverse noise impacts from the operation of the ferry terminal on nearby noise-sensitive properties, are therefore, considered to be acceptable in this historic port setting.
- 5.11 In relation to air quality it is noted that during the construction phase of development, unavoidable dust impacts are predicted, but these would be

temporary and localised and can be mitigated through good practice measures which can be secured by appropriate condition. During the operational phase of the development the assessment predicts that the effect on air quality will be negligible at nearby residential properties. It is nevertheless recommended that a condition which requires signage to be installed in this area that reminds drivers to switch off their engines whilst stationary and waiting to board the ferries would be appropriate. This will discourage idling and therefore reduce vehicle exhaust emissions and help reduce the air quality impact of the development and would also have some benefit in terms of noise reduction (condition 30 refers).

5.12 Having due regard to these considerations Officers are satisfied that the proposed development will not have an unacceptable adverse effect on the environment subject to the measures recommended to safeguard public safety and local amenity. The proposal therefore accords with the NPPF paragraphs 175-177, Policies EP1, EP2, EP9, EP11, EP12, EP13, OE5, OE6 and HD18 of the Liverpool UDP, and policies UD1, UD2 and GI5 of the Draft Local Plan.

6.0 Impact on Residential Amenity

6.1 A number of objections have been lodged to the application for the range of reasons summarised earlier in this report. These include concerns about the effect of the scheme on nearby residents who believe their living conditions will suffer as a result of both the construction and then the operation of the proposed terminal.

6.2 Policy EP11 of the UDP states that planning permission will not be granted for development which has the potential to create unacceptable air, water, noise or other potential pollution or nuisance and policy R1 of the Draft Local Plan requires that development proposals which are likely to have a pollution impact should demonstrate such impact will not be significant and where appropriate major developments should take measures to minimise air pollution and reduce other environmental problems.

6.3 In order to understand how the development will affect the conditions close to the site the EIA has thoroughly assessed the likely effect on the environment through noise, vibration, dust, fumes and light and considers how this impacts on the conditions at nearby residential properties who are amongst the most sensitive receptors. The assessment considers potential sources of pollution and nuisance from the ferry services and associated traffic in accordance with national standards and regulations. The ES has been carefully reviewed by Environmental Health officers who have confirmed that they agree with the findings that subject to recommended conditions the development will not give rise to unacceptable levels of pollution or nuisance.

6.4 It is acknowledged that some degree of disruption will occur during the construction of the terminal as this is an inevitable consequence of almost all new development schemes. Also it is clear the existing environment will change following the construction of the terminal as it is presently a derelict dockland site. However, the land lies within an area earmarked for re-development and given its location relative to the city centre it is not appropriate for it to remain vacant and it is a

reasonable expectation that it would become a busy space accommodating a mix of different uses which take advantage of its waterfront location.

6.5 Conditions are proposed which require the works to be undertaken in line with an agreed construction management plan which will ensure the development is carried out in a way which respects and reduces the impact of site activities on neighbouring properties. Conditions are also recommended which impose limits on noise levels, hours of operation, controls light spillage and ensures the terminal operates in a considerate manner.

6.6 With regard to traffic congestion it is noted that the facility will be served by a new road which has been designed to the latest adoption standards. The site layout has been designed to cope with the peak period demands and the Highways Manager is satisfied that the development meets Highways requirements and will not generate traffic problems on the local network or its users.

6.7 An objection has also been received on the grounds that the development will pose an increased risk to public safety because it will increase footfall in the area below Alexandra Tower and sections of the cladding of that building contain a weakness that can cause panels to fail and fall from the building potentially injuring anyone below. In response Liverpool City Council Building Control Team have confirmed they been aware of the issues surrounding Alexandra Tower since 2010, and have been proactively involved in responding to potentially dangerous conditions regarding failures in the glazed cladding system. The management company responsible for the building has provided appraisal reports to determine the cause of the fault, and any subsequent risk associated with the remaining system. A temporary crash deck was erected at ground level to provide a temporary solution to provide public protection during the period that the reports were being prepared. This was removed following receipt of the report and only after a complete assessment of all the remaining system was undertaken and any sub-standard glazing removed and replaced. The reports Building Control received are very comprehensive and have been prepared by 3 different source companies involved in the original construction within the supply chain as well as the fixing during construction. As far as it can be ascertained no further inclusions within the glass were detected following the remediation work and whilst it is not possible to confirm that this fault will not occur again, Building Control are satisfied every step to determine the current condition and remediate where necessary has been carried out. At this stage there is no reason to take any further action in relation to this matter unless further reports or issues are referred to them. Taking this into account it is considered there are sufficient provisions in place under other control regimes to address the concerns raised and this matter does not provide a reason to decline planning permission for the proposed ferry terminal development.

6.8 Having reason to the issues outlined above it is considered the proposed development will not have an unacceptable effect on the quality of life and health of local residents and subject to the measures recommended in the conditions will not have an unacceptable impact on residential amenity or public safety. The proposal therefore accords with the NPPF paragraphs 175-177, Policies EP, EP11 and HD18 of the Liverpool UDP, and policies R1 & GI5 of the Draft Local Plan.

7.0 Design and Provisions for Public Realm and Landscaping

- 7.1 The application explains that once the site had been selected a range of design options were explored to assess the best way to fulfil the applicant's brief. Each option involved a similar layout, as this was dictated by the operational requirements, but considered alternative configurations for the components that now comprise the scheme. The option now proposed was the most preferred as it achieves the most efficient arrangement and fulfilled the IOM Government's project brief.
- 7.2 The overall aim being to deliver a ferry terminal building that is relatively simple in design and modest in scale which is designed to be functional whilst reflecting and continuing the historical marine use of the site.
- 7.3 Vehicle access to the site will be via a new link road to the north which connects Waterloo Road to the north east. Pedestrian access is either along the proposed link road or via an existing footbridge to the south adjacent to Alexandra Tower. Vessels will moor to the western edge of the site along the quay walls to the River Mersey. This allows vehicle access onto the rear of the ferry via the old (now infilled) dock entrance to West Waterloo Dock. The mooring location also allows passenger access onto the side of the ferry from the quayside.
- 7.4 As part of the new link road scheme two roundabouts are being constructed which assist efficient movement of traffic to and from the ferry terminal. The first roundabout will be placed on the waterfront to connect the bridge link to the waterfront part of the carriageway and the second roundabout will be placed at the northern end of the link road to connect the site back to Waterloo Road and the wider Liverpool transport network.
- 7.5 The proposed terminal has been conceived as a high quality simple 'pavilion' building which aims to deliver an 'embassy' that enhances the Isle of Mann's identity and profile in Liverpool. The building is designed as a two storey structure with a solid base clad in bright zinc. The glazed first floor allows the internal Manx colour scheme to be visible externally. The roof is punctuated by large circle roof lights and plant housing at either end. The ancillary buildings are formed in a simple utilitarian fashion using similar materials.
- 7.6 The overall aim of the design being to deliver a coherent building that is well proportioned but relatively modest in scale which provides high quality accommodation specifically suited for the proposed use. Recognising the historical setting the intention is to complement and not compete with other waterfront buildings. This has resulted in a low rise building that seeks to emphasize views towards the River Mersey and the city and to minimise its impact upon the site's neighbours.
- 7.7 The layout of the site has been organised to create an efficient transition for both foot passengers and vehicles arriving and leaving the terminal. The aim being to facilitate the safe and easy movement through and from the site whilst maximising the capacity of the site so that it can operate a maximum capabilities at peak periods such as during the TT.

7.8 As described earlier in this report the proposals involve infilling a further area of the dock space in order to provide sufficient circulation space to meet the needs of the scheme. The amount of infill proposed in the Grade II Princes Half Tide Dock has been kept to the minimum and involves the loss of approximately 350sqm out of a total of 20,950 sqm of water space which exists in the dock. (ie: 1.67%). The infill retains the projecting nibs that formed the dock entrances in order to maintain the fundamental integrity of the dock space and is also potentially reversible. The infill proposed in West Waterloo Dock will be approximately 1,765 sqm out of a total 19,155 sqm (9.21%) which is less sensitive from a conservation perspective given infilling has already occurred in the northern end of this dock which now forms part of the Leeds – Liverpool Canal network. The canal route is not restricted by the proposed ferry terminal plans.

7.9 The proposed public realm and landscaping has been designed to be as sympathetic as possible to the site's history and remaining heritage assets. It has also been designed so that it is capable of tying in with the adjoining developments that are emerging as part of the Liverpool Waters plans. The scheme includes a new footpath along the dockside to provide public pedestrian access past the site at all times. This connects to the dis-used footbridge at the southern boundary that will need to re-open to give access from Princes Dock and potentially to the land to the north (Plot C02) which is the subject of a separate application (ref:18F/3247). For the avoidance of doubt the ferry terminal plans are in no way dependent on the application for Plot C02 and the ferry terminal proposals can function independently from that development.

7.10 The scheme has been designed to provide access for all based on the principles of inclusive design. The proposals have been presented to the Corporate Access Forum as part of the pre-application planning process and various aspects of the detailed design and management of the premises have been amended in response to the comments and queries raised. Full details of these adjustments have been submitted as part of the application documents.

7.11 Places Matter Design Review have complimented the level of detailed consideration that they consider has evidently gone into the design. The proposals have been reviewed on three occasions as part of an iterative design evolution process which has helped refine the final scheme. Places Matter support the central aim to deliver a pavilion style building that achieved 'embassy' standard through a simple elegant high quality design which they consider appropriate given the context of the site. Concerns raised that the customer experience might be diminished because of the expanse of hard standing on the approach to the terminal and the need to satisfy security requirements were acknowledged and have been mitigated as far as possible through thoughtful landscaping and the use of high quality materials across the external areas.

7.12 Places Matter suggest the success of the public realm experience will depend on the treatment of the external spaces. The pedestrian and cycle routes are narrow in places and it remains unclear in their view how these will be complimented with plans to enhance pedestrian movement north/southwards through the Liverpool Waters site. The landowner Peel Holdings will need to develop its masterplan for

the Central Docks Neighbourhood of Liverpool Waters and update the previously approved Neighbourhood masterplan for Princes Dock (approved in June 2018) to reflect the newly introduced schemes including the Cruise Liner Terminal and the IOM Ferry Terminal schemes. A critical component of these masterplans will be the measures proposed to provide the infrastructure to assist and improve pedestrian/cycle movement through and alongside the IOM ferry terminal site.

- 7.13 In keeping with the adjacent areas of Princes Dock and the Pier Head the majority of the site is hard landscaped apart from two areas which will be planted out to provide bird habitat. Inevitably it is necessary to provide a range of security measures including fencing and bollards however the external areas have been designed to provide a welcoming and pleasant experience for users with high quality ground surface materials such as granite deployed in patterns that distinguish between the different passenger and vehicle areas to assist movement. Heritage features that exist within the site have been retained and incorporated into the landscaping as far as practicable and a ribbon of metal is to be cut and inserted into the paving to follow the line of the existing dock wall highlighting the area which is dock infill so the evolution of the site is clearly legible. In addition there are proposals for public art to be placed in key areas to re-inforce the cultural identity of the isle of Mann and re-inforce the connections to Liverpool. A condition is recommended to ensure the details of the proposed landscaping scheme are designed and implemented appropriately as part of the scheme (condition 20 (iv) refers).
- 7.14 Officers have discussed public realm provisions with the applicant and Peel as site owners and master planners who have outlined the package of public realm and infrastructure improvements proposed for the Princes Dock neighbourhood and plans emerging for the Central Docks neighbourhood. The Princes Dock masterplan was approved on 18th May 2018 and the associated condition discharged under the outline permission. The Central Docks masterplan is currently being prepared and is due to be submitted following consultations later this year. Peel have been asked to provide a strategy which sets out the principles for undertaking pedestrian connectivity and associated infrastructure works for approval by the City Council as a central part of these plans. In the meantime it is considered the proposed arrangements are capable of complimenting the wider plans and are acceptable as a standalone proposal subject to conditions requiring the provision of associated works prior to the facility being brought into use (refer to condition 15).
- 7.15 Taking these provisions into account it is considered that subject to the recommended conditions the application complies with national planning policy and paragraphs 108-110 of the NPPF, in particular, and the local development plan including policies HD18, HD19, HD20, HD24 & HD28 of the Liverpool Unitary Development Plan and policies UD1, UD2, UD3, UD4, UD5 & UD8 of the Draft Local Plan.

8.0 Summary

- 8.1 The application report identifies that proposed development will provide a number of significant benefits for both the city and the Isle of Mann. The new ferry terminal

will consolidate and improve an historic ferry connection which has operated for over 200 years connecting the city to the Isle of Mann. It will also create a number of new jobs and unlock other development opportunities bringing in further investment in to the docklands. The development will provide a new area of public realm and open access to private land creating a new pedestrian route along the dockside. It will re-introduce an active maritime use into currently derelict docks enlivening the waterfront and reinforcing the strong identity and sense of place that exists in West Waterloo Dock and Princes Half Tide Dock by building on the existing local built and cultural heritage.

8.2 The terminal buildings have been designed to sit sympathetically on the waterfront and the proposals feature areas of new public realm that have been designed to a high standard to enhance the experience of customers and others visiting the site. The scheme will compliment other development schemes proposed in the surrounding area and represents a further important step in the regeneration of this part of the city.

8.3 The environmental assessment undertaken for the application has identified there will be a slight effect on the environment in relation to ecology & nature conservation, noise & vibration and cultural heritage, however, these will not be significant and best mitigation practice measures will be enforced through conditions to reduce impacts as far as possible.

8.4 In policy terms Princes Dock and Central Docks are all broadly zoned for mixed use development in the Unitary Development Plan and the Draft Local Plan so are suitable in principle for the physical infrastructure works proposed. Furthermore, the application conforms to the broad aims of the Liverpool Waters planning permission and will help attract further investment in the site.

8.5 Whilst the site occupies sensitive location within both the WHS and Buffer Zone and will have a slight adverse impact on the historic environment the extent of infilling of the dock has been kept to a minimum and the Environmental Impact Assessment has demonstrated with appropriate mitigation the effect on designated heritage assets will not be significant and the authenticity and integrity of the WHS will be preserved. Historic England have acknowledged that concerns about potential harm needs to be weighed against the public benefits and these can be justified by securing the continuation of a port function at the site.

8.6 The impact of the ferry terminal on the highway network and neighbouring developments has been carefully considered through a Transport Assessment and the Highways Manager is confident the development will not seriously impact on traffic using the surrounding road network when undertaken in conjunction with associated highway improvement works.

8.7 Whilst the application is brought forward as a standalone application due consideration has been taken of the proposed scheme with the wider Liverpool Waters regeneration scheme. The proposals have been prepared in discussion with Peel Holdings and they satisfied that the ferry terminal will complement the latest plans for the Central Docks and Princes Dock neighbourhoods of the scheme.

8.8 For these reasons the Head of Planning is satisfied that on balance the proposal is acceptable, subject to the terms and conditions recommended in this report, and the application accords with the NPPF and accompanying Planning Practice Guidance, Policies GEN3, GEN8, E6, HD18, HD19, OE4, OE6, OE15, T6, T7, T8, T9, T10, EP9, EP11, EP12, EP13 of the Liverpool UDP, Policies CC10, CC12, EC4, EC6, EC8, R1 & HD2 of the Draft Local Plan, Liverpool's World Heritage Site – SPD, Liverpool City Centre Strategic Investment Framework, Ensuring a Choice of Travel – SPD, Design for Access for All – SPD, Council's Executive Board Report for Planning Obligations (November, 2008) and Liverpool's Local Transport Plan.

Recommendation

For the reasons stated above, the Head of Planning recommends that the application be granted subject to the stated conditions.

Conditions

1	<p>The development hereby permitted shall begin before the expiration of 3 years from the date of this permission.</p> <p>REASON: To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.</p>
2	<p>The development hereby approved shall be carried out in accordance with the following drawings and documents unless otherwise agreed in writing by the local planning authority:</p> <p>Drawing No's:</p> <p>Existing Drawings</p> <p>1358_001_Rev- _Site Location Plan 1358_002_Rev- _Existing Site Plan 1358_004_RevA_Existing Site Elevations 1 - E & W 1358_005_RevA_Existing Site Elevations 2 - N & S 1358_006_RevA_Existing Site Long Sections - A & B 1358_007_RevA_Existing Site Short Sections 1 - C & D 1358_008_RevA_Existing Site Short Sections 2 - E & F 1358_009_RevA_Existing Site Short Sections 3 - G</p> <p>Proposed Drawings</p> <p>1358_012_Rev A- _Proposed Site Plan 1358_014_RevA_Proposed Site Elevations 1 - E & W 1358_015_RevA_Proposed Site Elevations 2 - N & S 1358_016_RevA_Proposed Site Long Sections - A & B 1358_017_RevA_Proposed Site Short Sections 1 - C & D 1358_018_RevA_Proposed Site Short Sections 2 - E & F 1358_019_RevA_Proposed Site Short Sections 3 - G</p>

1358_020_Rev-_Proposed Terminal Ground Floor Plan
1358_021_Rev-_Proposed Terminal First Floor Plan
1358_022_Rev-_Proposed Terminal Roof Level Plan
1358_023_Rev-_Proposed Terminal Roof Plan
1358_050_Rev-_Proposed Terminal Elevation East
1358_051_Rev-_Proposed Terminal Elevation West
1358_052_Rev-_Proposed Terminal Elevation North
1358_053_Rev-_Proposed Terminal Elevation South
1358_070_RevA_Staff Building Plans
1358_071_RevA_Staff Building Elevations
1358_073_RevA_Security Building Plans
1358_074_RevA_Security Building Elevations
1358_076_RevA_Check-in Canopy Plans
1358_077_RevA_Check-in Canopy Elevations
1358_079_RevA_Passenger Walkway Plans
1358_080_RevA_Passenger Walkway Elevations
1358_082_RevA_Sub-station Plans
1358_083_RevA_Sub-station Elevations

Heritage Asset Proposals

1358_3.28_001_RevB_IOM Ferry Heritage Asset Proposal Schedule
1358_3.28_002_RevB_IOM Ferry Heritage Asset Proposals Written Description
1358_SK_093_RevA_Proposed Site Plan - Landscape Proposals
1358_SK_094_RevA_Proposed Site Plan - Heritage Proposals
1358_SK_095_RevA_Proposed Site Plan - Drop Off Area

Supporting Documents:

1358_4.01_001_RevB Design & Access Statement
IOM-ACM-XX-ZZ-RP-PL-0002 Planning Statement
IOM-ACM-XX-ZZ-RP-PL-0001 Dock Infill Report
IOM-ACM-XX-ZZ-RP-PL-0003 Statement of Conformity
IOM-ACM-XX-ZZ-RP-PL-0004 Statement of Community Involvement
WIE13897-100-ES Environmental Statement Ref

WIE13897-100-R-6-1-3 Transport Assessment
WIE13897-100-2-3-1-HRA-AA Habitats Regulations Assessment 3rd issue, January 2019
WIE13897-100-R-8-1-1 ICOMOS Statement (International Council on Monuments and Sites) WIE13897-100-R-5-1-9 Draft CEMP (Construction Environmental Management Plan)
Framework Construction Environment Management Plan WIE13897-100-R-5-5-2-CEMP,2nd issue, January 2019
WIE13897-100-R-1-1-2-Area Asset Register Report
IOM-ACM-ZZ-XX-RP-ME-0002 Energy Statement

REASON: To ensure that the development is carried out in accordance with the approved plans and within the parameters of the grant of planning permission.

3	<p>No works shall take place on the site during the demolition phase or construction phase until a method statement comprehensively detailing the phasing and logistics for each phase has been submitted to and approved in writing by the Council as Local Planning Authority. The method statement shall include:</p> <ul style="list-style-type: none"> An indicative programme for carrying out the works; Details of the proposed number and frequency of construction vehicle movements; Construction traffic routes including provision for access to the site; Entrance/exit from the site for visitors/contractors/deliveries; Location of directional signage within the site; Siting of temporary containers; Parking for contractors, site operatives and visitors; Identification of working space and extent of areas to be temporarily enclosed and secured during each phase of demolition/construction; Temporary roads/areas of hard standing; Schedule for large vehicles delivering/exporting materials to and from site; Storage of materials and large/heavy vehicles/machinery on site; Measures to control noise and dust and protect controlled waters; Details of street sweeping/street cleansing/wheelwash facilities; Details for the waste minimisation, recycling and disposal of waste resulting from demolition and construction works; Hours of working; Construction Lighting; Phasing of works including start/finish dates; Measures for ensuring the protection of existing water mains within the site boundary during construction and the operational life of the development. <p>The development shall be carried out in accordance with the approved details, unless otherwise agreed in writing with the Council as Local Planning Authority.</p> <p>REASON: To ensure that adequate on-site provision is made for construction traffic, including allowance for the safe circulation, manoeuvring, loading and unloading of vehicles, as well as parking, and to reduce impact on residential amenity and the general amenity of surrounding occupiers and in the interests of public health and ensure protection of the water supply.</p>
4	<p>No development shall commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall describe how construction will be managed to avoid, minimise and mitigate any adverse construction effects on the environment in accordance with the provisions of the submitted Shadow Habitat Regulations Assessment and supplementary report (Isle of Man Ferry Terminal - Information to inform a Habitat Regulations Assessment Screening Report: Assessment of Likely Significant Effects, Waterman, March 2019, WIE13897-100-2-3-5-HRA-AA) and include the following details:</p> <ul style="list-style-type: none"> I. Pollution prevention measures to reduce risk of pollutants entering the watercourse (e.g. how transfer of construction-related pollutants into designated habitats and adjacent docks will be avoided during demolition and construction

	<p>works);</p> <p>II. Noise mitigation (e.g. details of piling techniques and other noise reduction measures, such as use of hoarding measures and appropriate noise monitoring to ensure to reduce noise disturbance to interest features of the designated sites);</p> <p>III. Biodiversity Risk Assessment which describes the measures that will be taken to prevent the spread of invasive species during the works; and</p> <p>IV. A construction lighting strategy to be utilised in order to reduce excessive light spillage onto designated habitats and supporting functional habitat (e.g. dock waters).</p> <p>The CEMP shall be implemented in accordance with the agreed provisions over the course of construction of the development.</p> <p>REASON: To ensure any impact on the environment during construction will be minimised in accordance with the requirements of the NPPF and Policies GEN8, EP11 & EP12 of the Liverpool Unitary Development Plan and Policy GI5 of the Draft Local Plan..</p>
5	<p>No part or phase of the development hereby permitted shall commence until;</p> <p>a) An investigation and assessment methodology, including analysis suite and risk assessment methodologies has been completed and submitted to and approved by the LPA in writing, prior to any site investigations.</p> <p>b) A site investigation and assessment has been carried out by competent persons to determine the status of contamination including chemical, radiochemical, flammable or toxic gas, asbestos, biological and physical hazards at the site and submitted to the LPA. The investigations and assessments shall be in accordance with current Government and Environment Agency recommendations and guidance and shall identify the nature and extent of any contaminants present, whether or not they originate on the site, their potential for migration and risks associated with them.</p> <p>The assessment shall consider the potential risks to:</p> <ol style="list-style-type: none"> i. human health, ii. controlled waters, iii. property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes, iv. adjoining land, v. ecological systems, and vi. Archaeological sites and ancient monuments. <p>c) A detailed remediation scheme (if required), has been submitted to and agreed in writing with the LPA. This scheme shall include an appraisal of remedial options, implementation timetable, works schedule, site management objectives, monitoring proposals and remediation validation methodology. The scheme once completed must ensure that the site will not qualify as contaminated land under Part IIA of the Environmental Protection Act 1990 in relation to its intended use.</p> <p>REASON: To ensure that risks from land contamination to future users of the land and neighbouring land are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors and in accordance with Policy EP2 of the Liverpool UDP.</p>

6	<p>After development commences and prior to occupation;</p> <p>a) Following completion of the measures identified in the approved remediation scheme and prior to occupation of any part of the development, a verification report which shall confirm the adequacy of remediation must be prepared and submitted to and approved in writing by the LPA before this condition will be discharged.</p> <p>If a phased approach to the development is being proposed, then a validation/completion report for an agreed number of plots within each of the proposed phases shall be submitted to the Local Planning Authority and approved in writing before the condition relating to the phase in question shall be discharged.</p> <p>b) If any potentially contaminated (unusual/suspect) material or flammable/toxic gas not previously identified is discovered, this must be reported in writing to the LPA and a further assessment and a revised remediation scheme will be required by the LPA. If no contamination is found then this should be detailed in the remediation verification report.</p> <p>REASON: To ensure that risks from land contamination to future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors and in accordance with Policy EP2 of the Liverpool UDP.</p>
7	<p>(a) No development shall take place until a scheme for surface water drainage based on the hierarchy of drainage options in the National Planning Policy Framework, with evidence of an assessment of the site conditions, has been submitted to and approved in writing by the local planning authority. (For the avoidance of doubt the full drainage scheme shall have a maximum surface water discharge of 116 l/s).</p> <p>(b) The development shall be carried out in accordance with the approved details.</p> <p>REASON: These details are needed prior to the commencement of development in case design changes are necessary; in order to ensure a satisfactory means of drainage and in accordance with policies within the Development Plan, Liverpool Flood Risk Management Strategy and NPPF.</p>
8	<p>The development hereby permitted shall not be commenced until such time as a scheme to treat and remove suspended solids from surface water run-off during construction works has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.</p> <p>REASON: To ensure a safe form of development that poses no unacceptable risk of pollution to the water environment.</p>
9	<p>Prior to being discharged to any watercourse, surface water sewer or soakaway system, all surface water drainage from impermeable parking areas, roadways and hard standings for vehicles shall be passed through an agreed level of treatment designed and constructed to have a capacity and details compatible with the site</p>

	<p>being drained. Roof water shall not pass through the interceptor.</p> <p>REASON: To prevent the pollution of the water environment in accordance with Policies EP11, EP12 & EP13 of the Liverpool UDP.</p>
10	<p>No development shall take place until the applicant has submitted a written scheme of investigation for archaeological building recording for approval in writing by the local planning authority. The work shall be carried out strictly in accordance with the approved scheme.</p> <p>REASON: To ensure appropriate investigation, conservation, recording and publication of archaeological remains that would be affected by the development in accordance with the NPPF, Policy HD17 of the Liverpool Unitary Development Plan, and Liverpool's World Heritage Site - SPD.</p>
11	<p>The development hereby approved shall not be occupied or any first use commenced until that part of the adopted highway infrastructure known as the Northern Link Road which provides access to the plot has been constructed to binder course surfacing level (or paved) and is available for use in accordance with the approved plans for that scheme.</p> <p>REASON: To ensure that satisfactory access is provided before the development becomes operative in the interests of road safety and the convenience of users of the highway.</p>
12	<p>The development shall not be commenced until the surface water drainage of the site has been designed to prevent the discharge of water on to the public highway. The drainage design shall be submitted to and approved in writing by the Council as Local Planning Authority.</p> <p>REASON: To prevent unnecessary surface water from being deposited on to the highway thus causing a potential source of danger to other road users.</p>
13	<p>The development shall not be brought into use until the areas indicated on the submitted plans to be set aside for parking and servicing have been surfaced, drained and permanently marked out or demarcated in accordance with the details and specifications shown in drawing number 1358-TMP-ZZ-XX-DR-AR-012 Rev A. Proposed Site Plan. The parking and servicing areas shall be retained as such thereafter.</p> <p>REASON: To ensure that adequate provision is made on the site for the traffic generated by the development, including allowance for safe circulation, manoeuvring, loading and unloading of vehicles as well as parking, and that hard-surfaced areas have a satisfactory appearance</p>
14	<p>Except for site clearance and remediation, no development shall take place until a scheme for the provision of cycle and motorcycle parking in accordance with the Council's current standards has been submitted to and approved in writing by the Council as Local Planning Authority. The scheme shall be implemented as approved before any part of the development is brought into use and shall be</p>

	<p>retained as such thereafter. Notwithstanding the provisions of the Town and Country Planning Act (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order) no building works, which reduce this provision, shall take place except following the express grant of planning permission by the Council.</p> <p>REASON: To ensure that adequate provision is made for parking cycles and motorcycles on the site; and to establish measures to encourage non-car modes of transport.</p>
15	<p>The footpath proposed around the eastern perimeter of the development site providing a link between Princes Dock and the Northern Link Road and development plot C02 is required to be accessible to pedestrians at all times and no gates or barriers are to be placed restricting pedestrian access without the permission of the City Council as Local Planning Authority. The route should always remain open and accessible to pedestrians unless the written consent of the Local Planning Authority is obtained.</p> <p>REASON: To ensure that adequate provision is made for pedestrians within the site; and to establish measures to encourage non-car modes of transport.</p>
16	<p>Unless otherwise approved by the Council as Local Planning Authority, there shall be no vehicles exceeding 7.5 tonnes maximum gross weight brought on to the site until a survey recording the condition of the existing highway has been carried out in a manner approved in writing by the Council as Local Planning Authority.</p> <p>REASON: To preserve the integrity of the condition of the public highway.</p>
17	<p>No development shall take place until details of street-sweeping/cleansing arrangements for the highway network in the vicinity of the development site have been submitted to and approved in writing by the Council as Local Planning Authority. Such details shall include plan(s) showing the route(s) that are to be swept/cleansed and a schedule of when the route(s) will be swept/cleansed. Thereafter the approved arrangements shall be implemented in accordance with the approved details unless otherwise approved in writing by the Council as Local Planning Authority</p> <p>REASON: In the interests of road safety, to ensure that the highway network is kept free of detritus including mud, debris and loose material that would create a hazard to road users.</p>
18	<p>No development shall take place until a schedule of those features of architectural and historic interest on the dockside to be moved pending reinstatement within the site has been agreed in writing by the local planning authority. This schedule shall include information relating to the method of temporary storage and location of the items listed and shall reflect information provided in the following documents:</p> <ul style="list-style-type: none"> - Heritage Asset Proposal Schedule (ref- 1358/3.28_001/B) - Heritage Asset Proposal Written Description (ref - 1358/3.28_002/B) - Watermans Asset Register - Appendices A, B & C (ref - WIE13897-100-R-1-

	<p>2-1)</p> <p>All features to be retained should be reinstated on the quayside prior to the occupation of the ferry terminal.</p> <p>REASON: These details are needed prior to the commencement of development to ensure that there is a full inventory of historic artefacts before any are removed or relocated and because the Council wishes to ensure that the works are satisfactory to protect the significance of the heritage asset.</p>
19	<p>Prior to their implementation and use on site, samples or specifications of the following materials to be used in the external construction of this development shall be submitted to and approved in writing by the local planning authority (including the ferry terminal building, security buildings/shed, staff building, check-in canopies and sub-station)</p> <ol style="list-style-type: none"> 1. External facing materials 2. Roofing materials 3. Hard landscaping including all ground finishes and the cantilevered path. <p>The scheme shall be completed using the approved materials before the development is occupied/brought into use.</p> <p>REASON: To ensure these aspects of the development are suitable and the proposed structures/landscape</p>
20	<p>Notwithstanding the submitted plans and drawings, approval of the following details shall be obtained from the local planning authority in writing, prior to the respective elements of development commencing on site. The details shall reflect the information included in the Design and Access Statement submitted with the application and the details approved shall be implemented in the development in full:</p> <ol style="list-style-type: none"> (i) Details of the proposed boundary treatment, including all gates, fencing, bollards and any other means of enclosure. (ii) Details of any external signage proposed which for the avoidance of doubt applies to both free standing signs and any signs fixed to the building. (iii) Details of all external lighting systems, including the lighting columns, which for the avoidance of doubt shall be designed to prevent light spillage so that light levels do not exceed 6 lux at any habitable room windows or cause unacceptable glare to occupiers of adjoining buildings and passing motorists. (iv) Details of the heritage interpretation measures to be incorporated within the external landscaping. Such details shall include provisions for the re-purposing any displaced heritage assets and other elements of public art being proposed to help explain the evolution of Waterloo and Princes Half Tide Dock and the history of Liverpool and the relationship between the city and the Isle of Mann. (v) Any CCTV cameras, which for the avoidance of doubt shall be fixed and angled downwards away from nearby properties. (vi) Details of any externally audible PA or alarm systems and measures to ensure these do not cause noise nuisance. (vii) Details of the external cycle racks, bin storage and planters.

	<p>(viii) Details of the finished colour of the link span bridge, passenger boarding bridge and associated structures.</p> <p>The development shall be carried out in accordance with the approved details before the development is occupied/brought into use.</p> <p>REASON: The Council wishes to ensure that these details are satisfactory in the interests of visual, residential and environmental amenity, public safety and to ensure inclusive access, in accordance with the NPPF, Policies GEN8, HD18, HD19, HD20, HD28, S16, EP9, EP11 & SPG Note 9 of the Liverpool Unitary Development Plan, the Design for Access for All - SPD and Liverpool's World Heritage Site - SPD.</p>
21	<p>Prior to the Ferry Terminal facility hereby permitted being brought into use an Operational Management Strategy shall be submitted to, and approved in writing by the Local Planning Authority setting out measures to manage and control the use of the terminal facility. For the avoidance of doubt the strategy shall set out the proposed arrangements for baggage handling; passenger embarkation/disembarkation; re-stocking and re-fuelling; of vessels docked at the terminal facility to ensure that appropriate arrangements are in place to manage these aspects of the business. The strategy shall reflect the details set out in the Planning Statement submitted in support of the application and shall be subsequently implemented in accordance with the approved details.</p> <p>REASON: To ensure that suitable management provisions are in place to minimise the impact of the facility on the amenity of occupiers of surrounding property.</p>
22	<p>Prior to the Ferry Terminal facility hereby permitted being brought into use a Servicing and Waste Management Strategy for the development shall be submitted to, and approved in writing by the Local Planning Authority in respect of the terminal facility. For the avoidance of doubt the strategy shall set out design and operational proposals for servicing and the storage, transfer and collection and minimisation of waste ensuring that appropriate arrangements are made and that logistical requirements are appropriately considered and addressed. The strategy shall be subsequently implemented in accordance with the approved details.</p> <p>REASON: To ensure that adequate on-site provision is made for servicing and waste management collection including allowance for the storage, transfer and collection of waste to reduce impact on the general amenity of surrounding occupiers.</p>
23	<p>The proposed infilling of West Waterloo Dock and Princes Half Tide Dock shall be restricted to the areas identified in the application documents (maximum 1,765 m2 and 350m2 respectively) and shall be undertaken in accordance with the details set out in the Dock Infill report submitted with the application ref; IOM-ACM-XX-ZZ-RP-PL-0001 Rev 2, unless any variation is otherwise subsequently agreed in writing by the local planning authority. .</p> <p>REASON: In order to ensure the site works are undertaken in a manner which enables the retention and re-sue of dockside features where possible and so</p>

	minimizes harm on these heritage assets.
24	<p>Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.</p> <p>REASON: For the future protection of the Water Environment from risks arising from land contamination.</p>
25	<p>The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) (Flood Risk Assessment, WIE13897-100-R-1-2-2-FRA, November 2018) and the following mitigation measures detailed within the FRA:</p> <ul style="list-style-type: none"> • Flood resilient construction methods to be incorporated in the proposed development. <p>REASON: To reduce the potential damages from the residual risk of tidal flooding.</p>
26	<p>No development shall commence until an Ecological Conservation Management Plan (ECMP) has been submitted to and approved in writing by the Local Planning Authority. The ECMP shall set out how the development will be undertaken and the site then managed to avoid, minimise and mitigate any adverse effects on the environment. The ECMP should reflect the provisions contained within the submitted Shadow Habitat Regulations Assessment and supplementary report (Isle of Man Ferry Terminal - Information to inform a Habitat Regulations Assessment Screening Report: Assessment of Likely Significant Effects, Waterman, March 2019, WIE13897-100-2-3-5-HRA-AA) and include the following details:</p> <p>I. Arrangements for the implementation of the cormorant mitigation measures as outlined in section 5 and Appendix C of the updated shadow HRA report (ie: provision of a permanent cormorant raft in Princes Half Tide Dock).</p> <p>II. The provision of an Adaptive Management Plan (AMP) setting out the arrangements for monitoring the usage and effectiveness of the proposed mitigation and arrangements for ensuring any adaptations reasonably necessary to improve the success of the mitigation measures with respect to cormorants will be provided;</p> <p>III. The provision of an external lighting strategy which is designed so as to avoid light spillage into designated habitats and supporting functional habitat (e.g. dock waters).</p> <p>The ECMP shall then be implemented in accordance with the agreed provisions.</p> <p>REASON: To ensure any impact on the environment will be minimised in accordance with the NPPF and Policies GEN8, EP11 & EP12 of the Liverpool Unitary Development Plan and Policy GI5 of the Draft Local Plan.</p>

27	<p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), and the Use Classes Order 1987 (or any equivalent Order following the amendment, revocation and re-enactment thereof, the premises shall only be used as ferry terminal (defined as sui generis use within Class of the Use Classes Order) and associated ancillary uses and for no other purpose without the express approval of the local planning authority.</p> <p>REASON: The Council wishes to maintain control over use of the premises to ensure that a use is not introduced which would generate excessive noise, servicing or parking requirements that could not be reasonably accommodated on site.</p>
28	<p>No advertisements shall be displayed on, or within, any elevation of the development (including inside windows), without details of the advertisements having first been submitted to and agreed in writing by the local planning authority.</p> <p>REASON: In order that any advertisements displayed on the building are assessed in the context of an overall strategy, so as to ensure a satisfactory external appearance and to preserve the integrity of the design of the building.</p>
29	<p>The rating level of the noise emitted from any plant shall not exceed the existing background noise level. The noise level shall be determined at the nearest noise sensitive premises. The measurements and assessments shall be made according to BS4142:2014. 'Method for Rating Industrial and Commercial Sound'.</p> <p>REASON: To protect amenity.</p>
30	<p>Signage shall be installed in the vehicle holding area, requesting that drivers turn off their engines when stationary. Details of the design and location of the signage shall be submitted to the Local Planning Authority for approval prior to the commencement of operations.</p> <p>REASON: To protect amenity.</p>
31	<p>The development hereby approved shall not be brought into use until public pedestrian access has been provided via a footbridge at the southern boundary of the site across the top of the river gates leading from the site to Princes Dock. The link to the footbridge shall remain open at all times (24/7) and the ferry service shall thereafter only operate whilst this route remains open and available for public use unless the written consent of the Local Planning Authority is obtained otherwise.</p> <p>REASON: To ensure that satisfactory pedestrian access is provided and maintained to serve the development the site to and encourage non-car modes of transport.</p>
32	<p>No part of the development shall be occupied or brought into use until full details of the proposed landscaping have been agreed in writing with the local planning authority. The approved details shall reflect the information submitted with application and include details of the hard paving areas, the finish of all other ground surfaces, the provisions for creating the proposed bird habitat area and detail the number, size, species, and location of any planting proposed. For the</p>

	<p>avoidance of doubt, any plans submitted must be to a recognized scale and the symbols used and plant schedule provided must comply with BS EN ISO 11091:1999 Construction Drawings Landscape drawing practice.</p> <p>REASON: In order to confirm the precise details of the landscaping in order to ensure they are appropriate for the site and satisfactory in the interests of visual amenity.</p>
33	<p>a) The approved landscaping scheme shall be completed either:</p> <p>(i) not later than the first planting season following first occupation of the development; or</p> <p>(ii) during the appropriate planting season progressively as the development proceeds, in accordance with a programme to be agreed in writing with the local planning authority.</p> <p>(b) All works must be carried out to BS 8545:2014 Trees: from nursery to independence in the landscape and BS 4428: 1989 Code of Practice for General Landscape Operations.</p> <p>(c) Any trees/plants which die, become diseased, damaged or are removed within 5 years of planting shall be replaced with trees/plants of similar sizes and species or as may otherwise be agreed with the local planning authority in the first available planting season thereafter.</p> <p>REASON: It is in the interests of visual amenity and in accordance with the duty of the Council under Section 197 of the Town and Country Planning Act 1990 in respect of the planting and preservation of trees</p>
34	<p>Notwithstanding the provisions of Schedule 2 of Article 3 of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order replacing or superseding that Order), no telecommunications equipment shall be installed upon the roof area(s) of any building hereby permitted without the written agreement of the local planning authority.</p> <p>REASON: The City Council wishes to retain control over any addition of telecommunications equipment or roof top structures in the interests of protecting the integrity of the building design and general visual amenity and in accordance with Policy HD18 of the Liverpool Unitary Development Plan.</p>
35	<p>No sailing shall take place to or from the ferry terminal between the hours of 23.00 - 07.00.</p> <p>REASON: In order to avoid noise nuisance occurring during the sensitive night time period in accordance with provisions set out in the Noise Chapter of ES submitted to support the application (paragraphs 10.61,10.71, 10.87).</p>

Informatives

1.	<p>Reasons for Approval - Positive Planning</p> <p>The decision to grant permission and impose any conditions has been taken having regard to the relevant policies and proposals in the Liverpool Unitary Development Plan 2002. The Local Planning Authority have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with a planning applications and have implemented the requirement in NPPF para 187.</p>
2.	<p>Local Planning Authority Advice for Applicant:</p> <p>Liverpool expects strict compliance with all conditions attached to planning decisions. Conditions particularly pre-commencement conditions require submission to and approval in writing by local planning authority before any works start. Failure to discharge conditions before commencing development could result in the development being unlawful. Central Government regulations since April 2008 now mean that a fee is normally payable to formally discharge planning conditions.</p>
3.	<p>Local Planning Authority Advice for Applicant:</p> <p>The permission hereby granted does not convey any rights or approval to build on, or develop, any land that is not fully owned or controlled by the applicant, including party boundaries. Applicants should satisfy themselves that the agreement of any adjoining land owners has been given prior to works commencing on site.</p>
4.	<p>Local Planning Authority Advice for Applicant:</p> <p>The application site is on previously contaminated land which has been remediated (cleaned up) by the developer. Under the circumstances you are advised that No development shall take place until the Environmental Health & Trading Standards Division (Environmental Protection Unit) has been contacted and approval obtained in writing.</p>
5.	<p>Local Planning Authority Advice for Applicant:</p> <p>Liverpool City Council guidance relating to the re-development of potentially-contaminated land is available at http://www.liverpool.gov.uk/Business/Environmental-health/contaminated-land/. This sets out general advice for Developers, the responsibilities of all involved parties, and detailed technical requirements for Environmental Consultants preparing information for regulatory submission. The Developer & Consultants. Guide, in particular, should be followed during the preparation and reporting of investigations so as to ensure of their adequacy, and allow swift, informed decisions to be made on the suitability of a proposed development and any remediation schemes put forward. We stress that failure of an appointed Environmental Consultant to submit adequate information is likely to result in requests for further information, which may delay the commencement of a development, or prevent the discharge of associated Planning Conditions.</p>
6.	<p>Canal & Rivers Trust Advice for Applicant:</p> <p>The applicant is advised to contact The Third Party Works Team (Tel 01782</p>

	779909) in order to ensure that the necessary consents are obtained and that the works comply with the Canal & Rivers Trust "Code of Practice for Works affecting the Canal & Rivers Trust".
7.	<p>Local Planning Authority Advice for Applicant:</p> <p>The applicant is advised that the challenge to comply with the requirements of the Disability Discrimination Act (DDA) 1995 (updated 2005) and the Equality Act 2010 remains the duty of the building occupier. The Acts oblige the service provider / operator of a building or place that is open for people to enter or use, to remove, alter or provide a reasonable means of avoiding physical barriers where it would be seen as a reasonable adjustment and where it is possible to do so. The applicant is advised that any advertisement signage required in connection with the development may require the submission of applications for advertisement consent.</p>
8.	<p>Environment Agency Model Procedures and good practice advice for applicant:</p> <p>Due to the former land use(s), soil and /or groundwater contamination may exist at the site and the associated risks to controlled waters should be addressed by:</p> <ol style="list-style-type: none"> 1. Following the risk management framework provide in CLR11, Model procedures for the management of land contamination https://www.gov.uk/government/publications/managing-land-contamination 2. Referring to the Environment Agency guiding principles for land contamination and the land contamination sections in the Environment Agency's Groundwater Protection: Principles and Practice https://www.gov.uk/government/publications/managing-and-reducing-land-contamination https://www.gov.uk/government/collections/groundwater-protection 3. Further information may be found on the land contamination technical guidance pages on the direct.gov website https://www.gov.uk/government/collections/land-contamination-technical-guidance <p>All investigations of land potentially affected by contamination should be carried out by or under the direction of a suitably qualified competent person and in accordance with BS 10175 (2001) Code of practice for the investigation of potentially contaminated sites. The competent person would normally be expected to be chartered member of an appropriate body (such as the Institution of Civil Engineers, Geological Society of London, Royal Institution of Chartered Surveyors, Institution of Environmental Management) and also have relevant experience of investigating contaminated sites. The Specialist in Land Condition (SiLC) qualification administered by the Institution of Environmental Management provides an accredited status for those responsible for signing off LCR's. For further information see - www.silc.org.uk</p>
9.	<p>Waste on site</p> <p>The CLAIRE definition of waste: development code of practice (version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and /or land development works are waste or have ceased to be waste. The code of practice is available at: http://www.claire.co.uk Under the Code of practice:</p>

	<ul style="list-style-type: none"> · Excavated materials that are recovered via a treatment operation can be re-used on site providing they are treated to a standard such they are fit for purpose and unlikely to cause pollution · Treated materials can be transferred between sites as part of a "hub and cluster" project · Some naturally occurring clean material can be directly transferred between sites. <p>Developers should ensure that all contaminated materials are adequately characterised both chemically and physically and that the permitting status off any proposed operations are clear. If in doubt the Environment Agency should be contacted on 03708 506 506 or at enquiries@environment-agency.gov.uk for advice at an early stage to avoid any delays.</p>
10.	<p>Waste to be taken off site Contaminated soil that is, or must be, disposed of is waste. Therefore it's handling, transport and disposal is subject to waste management legislation which includes:</p> <ul style="list-style-type: none"> · Duty of Care Regulations 1991 · Hazardous Waste (England and Wales) Regulations 2005 · Environmental permitting (England and Wales) Regulations 2010 · The Waste (England and Wales) Regulations 2011 <p>Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standard BS EN 14899:2005 "characterisation of waste" - sampling of waste materials - framework for the preparation and application of a sampling plan" and the permitting status of any proposed treatment or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid delays on 03708 506 506 or enquiries@environment-agency.gov.uk for further advice and to discuss the issues likely to be raised. You should be aware that any permit may not be granted. Additional 'Environmental Permitting Guidance' can be accessed via the government website at: https://www.gov.uk/environmental-permit-check-if-you-need-one</p>
11.	<p>Merseyside Fire & Rescue Service as Fire Authority Advice for Applicant: The plans relating to this application have been examined by Merseyside Fire & Rescue Service as Fire Authority who have advised: Access for fire appliances should comply with the requirements of Approved Document B5 of the Building Regulations; Water supplies for fire fighting purposes should be risk assessed in accordance with Section 55 of the County of Merseyside Act 1980 in liaison with water undertakers (United Utilities) with suitable and sufficient fire hydrants supplies for the development proposed.</p>
12.	<p>Local Planning Authority Advice for Applicant: During the site works the contractor shall pay full regard to the best practicable means available in respect of the control of noise and dust from the site. In addition, no operations which are audible at the site boundary shall be carried out:</p> <p>(i) outside the hours of 0800 to 1800 weekdays</p>

	<p>(ii) outside the hours of 0800 to 1300 Saturdays, and (iii) at any time on Sundays or Bank Holidays. Pre-development Inspection</p> <p>Prior to commencement of development a joint inspection between the applicant and the Highway Authority of the condition the existing footways/carriageways within the vicinity of the site should be carried out. The applicant is advised to contact Council's Highway Development Control Team on 0151 233 0325 for further details.</p>
13.	<p>Highways Authority Advice for Applicant: Construction of Access: It is an offence to carry out any works within the public highway without permission of the Highway Authority. This consent requires the construction, improvement or alteration of an access to the public highway. Under Section 184 of the Highways Act 1980 the Highway Authority must specify the works to be carried out and only the Highway Authority or contractor approved by the Highway Authority can carry out the works. Therefore prior to commencing any works that affect the access you must contact the Council's Highway Development Control Team on 0151 233 0325 for further details.</p>
14.	<p>Highways Authority Advice for Applicant: Scaffolding/Hoarding: The grant of planning permission shall not be construed as authority to erect scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority. Contact the Council's Highway Development Control Team on 0151 233 0326 for further details. It should be noted that there is a fee associated with this process.</p>
15.	<p>Highways Authority Advice for Applicant: Street Name and Numbering: If a street name and/or property numbering is required as part of this development, developers are required to contact Liverpool City Council who are the street naming and property numbering authority to arrange for addresses to be attributed to the development. Developers or property owners cannot attribute property numbers or addresses themselves, these can only be undertaken by the Council. Attributing addresses can take approximately 6 weeks to progress from application therefore applicants must give themselves sufficient time and are advised to make an early application to enable the process to be completed so that an address can be issued and used. In the first instance, the applicant is required to contact the Council's Highway Development Control Team on 0151 233 0324 or email HDC@Liverpool.gov.uk to be advised further on the processes and information requirements. Please note there is a fee for this process which shall be advised upon application.</p>