

Appendix 1.1 Screening Correspondence



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Our Ref: NI1135/Screening/Rev2

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Tel: 02890667914

Date: 26th September 2017

Dear Sirs,

RE: Proposed Linkspan Replacement, Stena Line, Fishguard Port

Request for Screening & Scoping Opinion under Regulations 11 and 13 of the Marine Works (EIA) Regulations 2007 (amended)

This submission outlines a proposal by Stena Line Ports Ltd (Stena) for the replacement of the existing linkspan at Fishguard Port, for which they intend to submit an application for a marine license. In anticipation of this, we are seeking a screening opinion on whether an environmental impact assessment (EIA) is required in respect of the proposed works.

A formal screening opinion is sought on the need for an EIA, for the proposed works as detailed, in accordance with Part 2, Regulation 11 of the Marine Works (EIA) Regulations 2007 (amended).

Please note, a formal EIA screening response on this project was provided by NRW in December 2016 (NRW ref. SC1605), determining that an EIA *was* required. The project has subsequently been modified to reduce the overall footprint of the project in order to diminish any associated environmental impacts – it is anticipated therefore that a full EIA *will not* be necessary in respect of the project as now proposed.

To assist the Marine Licencing Team, we have included information under the following topics as set out in the amendment to Schedule 2 of the Marine Works Regulation Amendment Regulation 2017:

- i. A chart or map (or both) sufficient to identify the location of the project and of the regulated activity.
- ii. A description of the whole project, including:
 - a) A description of the physical characteristics of the whole project (and demolition works if relevant), including working methods; and
 - b) A description of the location of the project, with regard to the environmental sensitivity of the area likely to be affected.
- iii. Such other information or representations as the applicant may wish to provide, including a description of any features of the project or measures envisaged to avoid or prevent what might otherwise have been significant effects on the environment.
- iv. A description of any likely significant effects of the project on the environment, on such effects resulting from:
 - a) Expected residues and emission and production of waste, where relevant; and
 - b) Use of natural resources, in particular soil, land, water and biodiversity.

(i) A chart or map

Three drawings have been enclosed with this letter, which show the layout of the existing and proposed linkspan and associated infrastructure:

- M0680-RPS-00-DR-C-XXX4 Linkspan Layout
- M0680-RPS-00-DR-C-XXX6 Linkspan Demolition Layout
- M0680-RPS-XX-00-DR-C-WIP005 Existing Layout

(ii)(a) A description of the physical characteristics of the project

Stena, owner and operator of Fishguard Port proposes to replace the existing linkspan; the proposed development will replace an existing linkspan which has reached the end of its serviceable life and provide an improved facility for passenger and vehicular access to vessels within the Port.

It should be noted that the works are proposed to occur at the same location as the existing operation, and once works are complete and the ferry returns to normal operational phase, there will be no alteration to frequency of scheduled ferry services, no change in the vessels servicing this route, and no intensification of use of the road network as a result of traffic volumes associated with the operational ferry service.

During the construction phase, ferry operations shall be disrupted, and possibly suspended during key aspects of the demolition and installation works.

A detailed project description is enclosed with this submission, which outlines all elements of the project; this should be read in conjunction with the accompanying drawings.

(ii)(b) A description of the location of the project, with regard to the environmental sensitivity

The development site lies within Fishguard Harbour in Fishguard Bay, almost midway between the 'North Breakwater' extending out from the headland on the north-west side of the bay and the 'East Breakwater' which runs directly out from the beach to the south. Stena Quay runs along the base of the cliffs on the north-west side of the bay. Fishguard Harbour is defined by the area enclosed by the North and East Breakwaters and Stena Quay.

The proposed works are located within the West Wales Marine / Gorllewin Cymru Forol candidate SAC (Site Code: UK0030397), a European site selected for its population of harbour porpoise (estimated at 5,222 individuals). This is a 'single feature site', proposed for designation solely for the purpose of aiding the management of harbour porpoise populations in the Celtic and Irish Seas Management Unit. It is situated off the coast of Wales and is three times the size of Snowdonia National Park covering 7,376km². It overlaps with a number of other cSACs including parts of the Pembrokeshire Marine and Pen Llŷn a'r Sarnau SACs, and encompasses the entire Cardigan Bay SAC.

The proposed works are also located within 300m of residential dwellings and other commercial buildings. As such, the development site is located in an area of environmental sensitivity, and regard must be had to:

- underwater noise producing activities as a result of the works and any implications that may have for the population of Harbour porpoise; and
- aerial noise producing activities as a result of the works and any implications that may have for the Fishguard community.

The proposed works are located within 400m of Fishguard Bay Hotel (a listed building also containing a Registered Historic Park and Garden), and 1.5km from Castle Point Old Fort (a scheduled monument). As such, due regard must be had to the nature, scale and prominence of the proposed works, and any implication that may have on the settings of a scheduled monument, listed building, or Registered Historic Park and Garden.

(iii) Features of the project or measures envisaged to avoid or prevent significant effects on the environment

- The proposed development replaces an existing structure. It does not introduce any new built elements into the fabric of the port.
- The works have been designed so that the new berthing position of the vessel remains unchanged from the existing situation, and this will result in a minimal amount of demolition required, particularly below the water line.
- A traffic management plan will be put in place to minimise disruption to existing activities within the Stena Line port during the construction period. This plan will also be designed to mitigate any effects of construction on the external road network. It should be noted that during phases of the construction works when the ferry is not operational, impacts associated with traffic will be reduced due to the absence of all ferry related traffic.

- The works will be subject to the CDM Regulations 2015 and the Health and Safety at Work Act 1974.
- The principle contractor will be appointed to produce a pre-tender Construction phase Environmental Management Plan (CEMP) for the project.
- This CEMP shall make provision for a Marine Mammal Observer (MMO) to oversee all underwater noise producing works in accordance with JNCC “Statutory nature conservation agency protocol for minimising the risk of injury to marine mammals during piling” (JNCC, 2010) guidelines.
- All machinery used during the construction phase of the works will be required to be in good working order and free from oil and hydraulic fluid leakages.
- Machinery maintenance it will be carried out at the allocated Contractor’s compound which will be located away from the adjacent Port waters.
- Fuel for machinery will be required to be stored in a secure and bunded area.
- No losses of concrete or cement to the Port waters will be permitted during the works.
- Waste generated by the works shall be managed as outlined below:

Activity	Waste Generated	Disposal/Treatment Recommendations
General Construction Waste	Demolition Waste, Reinforced Concrete	Off site if not possible to reuse within the reclamation area
	Waste oils	Collected by waste recycling contractor
	Other waste	Collected in skips for disposal by licensed waste contractor.
General Office	Paper, packaging, canteen etc.	Collected in covered skips/large bins for disposal by a licensed waste contractor.
Temporary Site Toilets	Sewage	Emptied under contract for disposal at an appropriate facility.

- Surface water from the main bankseat deck and working areas will be collected by a system of drainage channels and gullies, and discharged to sea via interceptors to ensure that no pollution is released into the surrounding waters.
- The hydraulic systems associated with the operation of the linkspan will comply with all relevant standards.

(iv)(a) Likely significant effects on the environment as a result of expected residues and emission and production of waste

In light of the measures being proposed by Stena Line Ports Ltd at (iii) above, there are no likely predicted significant effects on any identified sensitive residential, community, underwater noise or water quality receptor in the receiving environment as a result of residues, emissions or waste arising.



(iv)(b) Likely significant effects on the environment as a result of the use of natural resources, in particular soil, land, water and biodiversity

In light of the measures being proposed by Stena Line Ports Ltd at (iii) above, there are no likely predicted significant effects on any identified sensitive receptor in the receiving environment as a result of the use of natural resources, with regard to:

- Harbour porpoise and the West Wales Marine cSAC
- Other terrestrial or marine biodiversity features
- Soils or groundwater
- Water quality in Fishguard Bay
- Traffic on the road network
- Landscape and visual effects
- Features of cultural heritage, architectural or archaeological value including their visual setting

This project is of a time critical nature so an early response would be greatly appreciated. If you would like any further information or clarification in relation to this submission, please do not hesitate to contact me.

Yours Sincerely,

RPS

A handwritten signature in black ink that reads 'Alastair McKinley'.

Alastair McKinley
Associate

Enc.

- *Project Description*
- *M0680-RPS-00-DR-C-XXX4 Linkspan Layout*
- *M0680-RPS-00-DR-C-XXX6 Linkspan Demolition Layout*
- *M0680-RPS-XX-00-DR-C-WIP005 Existing Layout*



RPS,
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Northern Ireland

Our ref: SC1709

10 November 2017

Dear Mr McKinley,

SCREENING OPINION UNDER THE MARINE WORKS (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2007 (as amended)

LINKSPAN REPLACEMENT, STENA LINE, FISHGUARD PORT

I am writing further to your request for a screening opinion, dated 26 September 2017, made in accordance with The Marine Works (Environmental Impact Assessment) Regulations 2007 (as amended) ("The Regulations").

The purpose of the Environmental Impact Assessment (EIA) screening procedure is to determine whether the proposed works require an Environmental Impact Assessment and submission of an Environmental Statement (ES).

In reaching our Screening Opinion we have considered the proposed works against Schedule A1 and A2 of the above regulations. We have also consulted with the bodies that we consider have an interest in the project by reason of their environmental responsibilities, or local or regional competences, as required by the above regulations.

Screening Opinion

It is our opinion that the works fall within the categories of project listed within Schedule A2, paragraph 63 and 69 of the above regulations, and therefore must be considered in terms of its size, nature and location having regard to the relevant criteria listed in Schedule 1 of the above regulations.

We have carefully considered the views of the consultation bodies alongside the criteria as set out in Schedule 1 of the regulations, and have determined, based on the information provided; that the project has the potential to have a significant effect on the environment and therefore a statutory Environmental Impact Assessment is required.

We have come to this conclusion on the basis of the likely significant impacts of the project, specifically with regard to the size and nature of the project and its proximity to West Wales Marine cSAC, Cardigan Bay SAC and Pembrokeshire Marine SAC. The project is likely to have a significant impact during the demolition, construction and operation phase on features of the designated site, in particular marine mammals. Alone and In combination with other development the level of impact may be sufficient to cause disturbance via noise (from piling) and disturbance of silt in the water.

As only a screening opinion has been requested, we have not consulted on what the ES should include (Scoping Opinion). However during the screening consultation some useful comments were made and these are set out in Annex 1 attached, these are provided for information only. If

you have not already done so we would encourage to submit a request for a Scoping Opinion under the regulations.

The Conservation of Habitats and Species Regulations 2010 (as amended)

As part of the screening exercise, we have also considered whether the proposed project, either alone or in combination with other plans or projects, is likely to have a significant effect on any site designated as a European site of conservation importance under the above Regulations. To assist in making this judgement of likely significant effect, we have sought advice from our statutory nature conversation advisor.

It is our initial view that the following sites could be impacted by the proposal: West Wales Marine cSAC, Cardigan Bay SAC and Pembrokeshire Marine SAC

We would encourage you to contact Natural Resources Wales to receive further pre-application advice on this product.

This Screening Opinion will be provided to all those bodies that were consulted and will be publicised on our website and on our Public Register.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Peter Morrison', is positioned above the typed name.

Peter Morrison
Marine Licensing Team
Natural Resources Wales

Cc: All Consultation Bodies

Annex 1 – Comments by Consultation Bodies

- 1. Summary of Proposal Considered – Linkspan Replacement**
- 2. Location – Fishguard Port, Pembrokeshire**
- 3. Issues for Consideration -**

The advice below is given to inform any future scoping report or environmental statement.

Marine Mammals

Marine Mammals including Harbour Porpoise, Seals, Bottlenose Dolphins and Otters are known to be present in the area. You will need to provide further information considering possible impact on these feature and how these impact can be mitigated.

Mitigation should include adherence to the Joint Nature Conservation Committee guidelines for both piling and bore hole drilling. The JNCC guidelines are intended for piling, explosions and seismic exploration. There are no guidelines for drilling and vibro-coring, although we advise that the spirit of the piling guidelines should be followed, this should include implementation of a soft start procedure.

As marine mammals are known to pass through the harbour you should acknowledge their presence and detail how significant impact will be avoided and/or mitigated against. There is no need to reproduce information on seals/porpoises and their use of the area.

European Designated Sites

In line with the Conservation of Habitats and Species Regulation 2010 (as amended) you will need to consider whether the proposed project, either alone or in combination with other plans or projects, is likely to have a significant effect on any site designated as a European site of conservation importance.

You must consider impact on Cardigan Bay SAC which lies to the north east in particular on mobile species; grey seal and bottlenose dolphin. The works also lie within West Wales Marine cSAC, therefore you must consider impact of the works on Harbour porpoise which is the feature of this site and any direct or indirect loss of supporting habitat.

Due to the location of the works and distance from the Pembrokeshire Marine SAC and Cardigan Bay SAC it is not considered that there is a direct impact pathway on features other than those mentioned above.

When considering in combination effect you should include, but not be limited by Conygar marina proposals, any proposed offshore energy proposals, infill landbank opposite the Stena terminal and potentially the 'phase 2' works referred to in the screening documentation. In combination effect may include increased disturbance through noise and disturbance of silt in the water.

Birds

Black Guillemot, are known to nest in the timber stanchions. Impact on the black Guillemot should be considered.

Marine Habitat

To assess possible impacts to the marine environment there needs to be further information detailing the scale and type of habitat and species to be permanently lost. This should also be assessed in combination with habitat to be lost through the adjacent marina development. Surveys undertaken in relation to the nearby Fishguard Marina development may provide a further source of information about the marine ecology that may be of use; these can be found

online via the Pembrokeshire County Council planning application website, ref 11/0739/PA, and subsequent discharge of condition applications, ref 15/1283/PA and 15/1049/PA.

Methodology of Works

To assess possible impacts to the marine environment there will need to be more detailed information regarding the proposed methodology for the works including, but not limited to;

- Methodology for the boreholes, including measures to minimise the risk of deposition of borehole arising.
- Methodology for piling.
- Methods for removing existing structures from the seabed and installation of new structures.

You will need to demonstrate how it will be ensured that equipment, temporary structures, waste and debris associated with the works are removed following completion.

You are advised by the Local Authority Environmental Protection Officer that all imported material must be approved prior to import to ensure it poses no risk to human health (in accordance with the Welsh Local Government Association guidance '*Requirements for the Chemical Testing of Imported Materials for Various End Uses*').

Invasive species

You will need to show that consideration has been given to the risk of the spread of invasive species. Invasive non-native species are a threat to UK marine biodiversity and can negatively impact on the native species and cause damage to the environment. This risk should be addressed through undertaking an appropriate biosecurity risk assessments prior to works commencing. Effective measures must be put in place to ensure that all plant and equipment used during the works are clean prior to arrival on site.

Noise Disturbance

There should be a section in the environmental statement considering noise (both to air and underwater); - this should include a noise assessment detailing proposed mitigation in relation to demolition and construction phases including any working hours restrictions. This should consider effect to wildlife, members of the public and any local residents.

Rochdale Envelope

The screening request letter suggests there would be no alteration to the vessel using the linkspan, however the project description details a second phase to the project which would construct a second tier to the linkspan. You will need to consider the fullest extent of the works proposed in the EIA, therefore even if the vessel size would not change initially if the proposed linkspan has the capacity to allow larger vessels to be used, these could have operational ecological disturbance impacts which should be considered within the EIA, as well as potential impact on traffic and air quality.

Historic Environment

The proposed development does not lie within a registered historic landscape as contained in the Registers of Landscapes of Outstanding and Special Historic Interest in Wales [Cadw 1998 and 2001] and there are no recorded heritage assets within the development site. However a section should be included in the Environmental Statement considering impact of the proposed development on sites within close proximity to the works. The section should include further information on the impact of the proposed development on the settings of scheduled monument Castle Point Old Fort (PE096), listed building, Fishguard Bay Hotel and the Registered Historic Park and Garden of Fishguard Hotel. A desk-based archaeological assessment including a walkover survey, analysis of aerial photographs and Lidar should be prepared.

CADW have provided the below information regarding historical assets that potentially could be affected by the proposal;

Scheduled Monuments:

PE030 Garn Wen Burial Chamber

PE033 Pen-Rhiw Burial Chamber

PE096 Castle Point Old Fort

Views of the development from Garn Wen Burial Chamber and Pen-Rhiw Burial Chamber are significantly screened or blocked by topography, existing buildings and vegetation.

PE096 Castle Point Old Fort also known as Fishguard Fort, stands on a headland overlooking the bay at Goodwick, constructed in the late 18th century. The proposed development will be located in one of the identified significant views from the fort. However Cadw note this will be a small change from the existing position and therefore is unlikely to constitute a significant impact on the setting of scheduled monument PE096 Castle Point Old Fort.

However, the impact of the development on the setting of scheduled monument PE096 Castle Point Old Fort will be a material consideration in the determination of any application for the proposed development. Any future application should therefore be accompanied by a full assessment of this impact and a report, should be submitted as part of the EIA. This assessment should be carried out in accordance with the guidelines laid out in the Welsh Government's document "Setting of Historic Assets in Wales"

cadw.gov.wales/historicenvironment/publications/planningandthehistoricenvironment/?lang=en.

Registered Parks and Gardens:

PGW (Dy) 63(PEM) Fishguard Bay Hotel

The proposed development is located in an identified significant view from the Registered Historic Park and Garden of Fishguard Bay Hotel. However it will be partially screened by existing vegetation and will be a small change from the existing position. It is therefore unlikely to constitute a significant impact on the setting of this Registered Historic Park and Garden. However, the impact of the development on the setting of Registered Historic Park and Garden of Fishguard Hotel will be a material consideration in the determination of any application for the proposed development. Any future application should therefore be accompanied by a full assessment of this impact and a report should be submitted as part of the EIA. This assessment should be carried out in accordance with the guidelines laid out in the Welsh Government's document "Setting of Historic Assets in Wales".

Registered Historic Landscapes:

Pen Gaer: Garn Fawr and Strumble Head

The proposed development is located some 340m south of the boundary of the Pen Gaer: Garn Fawr and Strumble Head Landscape of Special Historic Interest. However views from the registered historic landscape are blocked by topography, existing buildings and vegetation and therefore Cadw note there will be no impact on the registered historic landscape.

Listed Buildings / Conservation Areas:

Views of the development from all listed buildings apart from the Fishguard Bay Hotel are blocked by topography, existing buildings and vegetation. The proposed development will be visible from the Fishguard Bay Hotel but the views are partly screened by existing vegetation and will be a small change from the existing position. It is therefore unlikely to constitute a significant impact on the setting of the Fishguard Bay Hotel.

The Marine Historic Environment:

The development area includes part of Fishguard Harbour developed as a ferry port at the beginning of the 20th century it is possible that features associated with the port may survive and also features associated with the use of the area as a seaplane station during the first World War. It is unlikely that the proposed development will have a significant impact on any undesignated nationally important archaeological features.

A desk-based archaeological assessment including a walkover survey, analysis of aerial photographs and Lidar should be prepared to the standards of the Chartered Institute for Archaeologists and a report, (either a standalone one or part of an EIA) should be submitted with any application for the proposed development.

Other Topics

In addition to those topics mentioned above consideration should be shown to;

- traffic generation (construction and operation);
- maintenance during operation phase
- decommissioning

- local residents and transport networks
- explosive use
- air quality and dust;
- waste;
- lighting impacts, both on humans and on the natural environment;
- sustainable management of natural resources;
- ground contamination and potential groundwater/marine water impacts;
- hydrodynamic effects of the proposals, and flood risk;
- landscape, seascape and visual impact;
- marine and terrestrial archaeology/cultural heritage;
- terrestrial, avifaunal and marine ecology, including in-combination impacts with many of the above;
- Assessment of alternatives.