

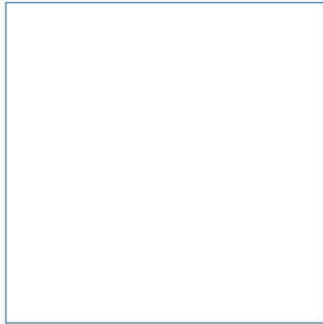
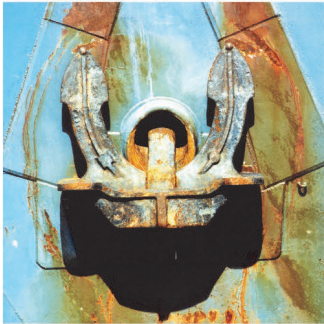
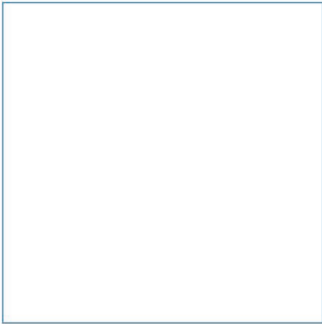
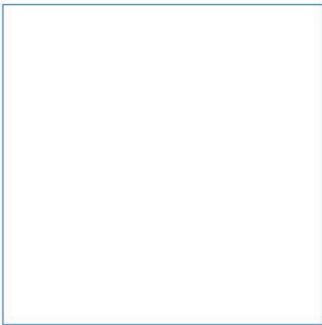
Port of Mostyn

Mostyn Energy Park Extension

Environmental Statement

Chapter 1: Introduction

December 2022



Innovative Thinking - Sustainable Solutions

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Mostyn Energy Park Extension

Environmental Statement



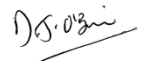
Chapter 1: Introduction

December 2022



Document Information

Document History and Authorisation		
Title	Mostyn Energy Park Extension	
	Environmental Statement Chapter 1: Introduction	
Commissioned by	Port of Mostyn	
Issue date	December 2022	
Document ref	R.4052 Chp 1	
Project no	R/5036/4	
Date	Version	Revision Details
27/10/2022	1	Initial draft version for client review
12/12/2022	2	Issued for client use

Prepared (PM)	Approved (QM)	Authorised (PD)
E San Martin	N J Frost	D O'Brien
		

Suggested Citation

ABPmer, (2022). Mostyn Energy Park Extension, Environmental Statement Chapter 1: Introduction, ABPmer Report No. R.4052 Chp 1. A report produced by ABPmer for Port of Mostyn, December 2022.

Authors

ABPmer, Port of Mostyn, Wessex Archaeology and Wardell Armstrong

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ABPmer

Quayside Suite, Medina Chambers, Town Quay, Southampton, Hampshire SO14 2AQ
T: +44 (0) 2380 711844 W: <http://www.abpmer.co.uk/>

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1 Introduction

1.1 Project overview

The Port of Mostyn, located on the Dee Estuary in North Wales, is proposing to extend the Mostyn Energy Park (MEP) so that the Port can continue to support and service current and anticipated future offshore wind development. This proposed development is to be known as the Mostyn Energy Park Extension (MEPE) Project. The location of the MEPE Project is shown in Figure 1.1.

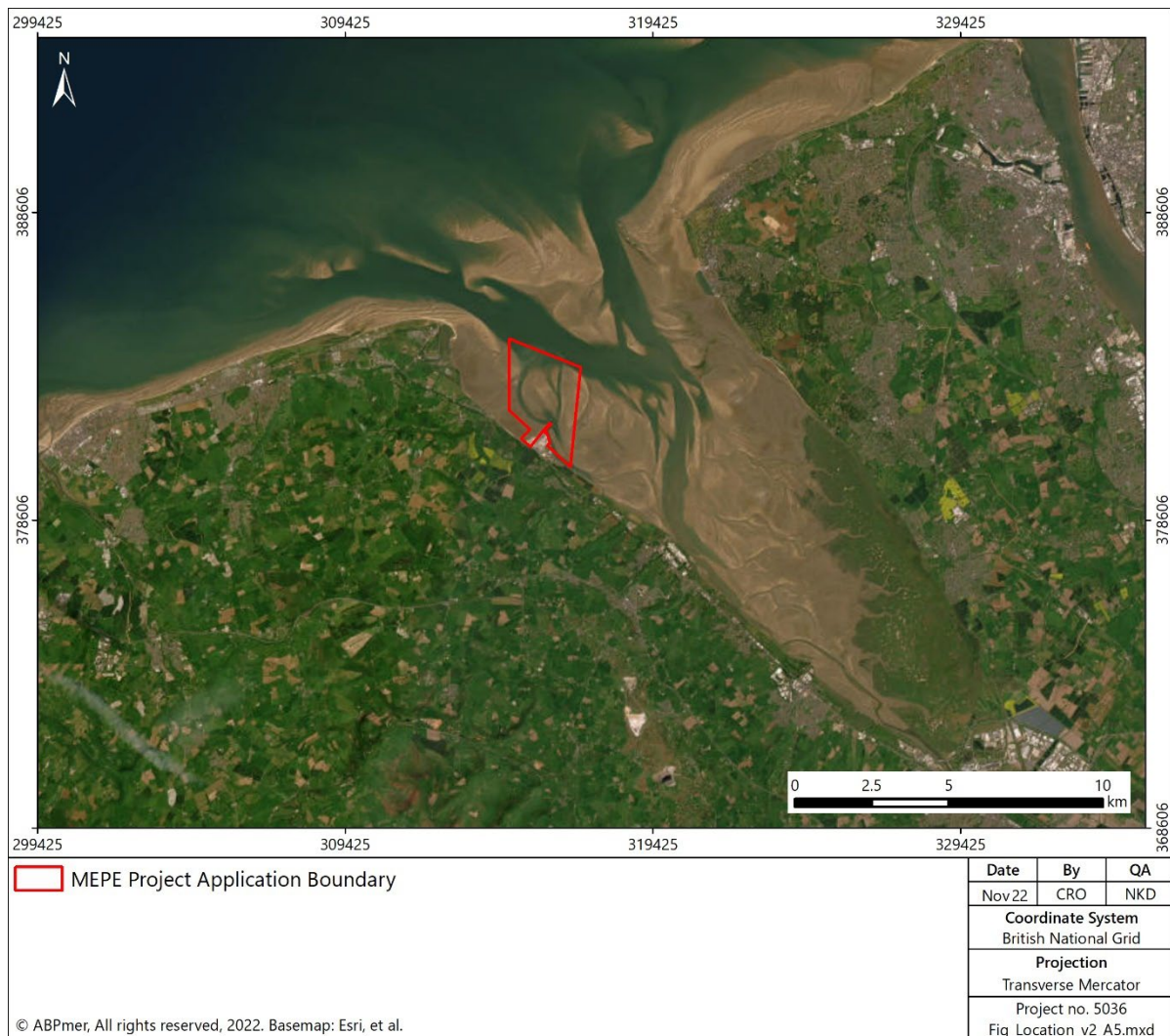


Figure 1.1 Location of MEPE Project

The proposed development will involve marine works and associated landside works.

Marine works – The marine works will comprise the construction of a new quay wall so as to provide, together with a retained section of existing quay, a continuous berthing frontage. This will involve undertaking a capital dredge to create a new berth pocket along the new quay wall and the dredging of the existing berth pocket along the existing quay wall. The existing main navigation channel will also need to be deepened as is permitted under the current maintenance dredge and disposal marine licence (DML1542v2) to provide access to vessels that will use the new berthing frontage. A proportion of the

suitable capital dredge arisings is proposed to be reused as infill material for the landside works (see below) and the remainder disposed of at an existing marine disposal site. A Roll-on Roll-off (Ro-Ro) pontoon linkspan may need to be constructed and two alignment options are being considered, one set within the new quay wall and one along the existing harbour frontage. In addition, four existing dolphins (piles) at the Port may need to be relocated and installed within the harbour area to create a berth for Service Operation Vessels (SOVs) that provide operation and maintenance (O&M) requirements for the offshore wind sector. Once the constructed quay is operational, a maintenance dredging and disposal programme for the new berth, harbour area and navigation channel will be put in place. The maintenance dredge area comprises a polygon that shows where maintenance dredging of the navigation channel may take place in response to the natural movement of the existing channels in the area. The maintenance dredge material will be disposed of at the existing marine disposal sites and/or reused as is currently undertaken under the existing maintenance dredge and disposal licences.

Landside works – The landside works will involve an infill behind the newly created quay wall (i.e. a small reclamation of the harbour area). The reclaimed area will comprise hardstanding that will be used as a storage/laydown area. There is no requirement for any other associated landside infrastructure.

1.2 The consenting process

The consenting process for the MEPE Project will comprise the following:

- i) The majority of the proposed development will take place below mean high water springs (MHWS) and within the Statutory Harbour Area (SHA), therefore, a marine licence will be required from the marine licensing authority (Natural Resources Wales (NRW)) under the Marine and Coastal Access Act 2009. This single marine licence will subsume the existing dredging related marine licences for ongoing maintenance dredge and disposal activities in the harbour and its approaches (DML1542v2 and DML2001). It will also replace the existing construction marine licence to build a new quay and extend the MEP development (CML1343v3); and
- ii) As a Statutory Undertaker and under the Harbours Act 1964, the Port of Mostyn has Permitted Development Rights which allows it to undertake development associated with the movement of goods and passengers. As no non-marine activities are required for the MEPE Project (other than those covered by the permitted development rights), there is no need for a planning application to be submitted to the local planning authority.

A Scoping Report was submitted to NRW under the provisions of Regulation 13 of the Marine Works Environmental Impact Assessment (EIA) Regulations 2007 (as amended) to support the request for a screening and scoping opinion. The Screening and Scoping Opinion was received from NRW on 6 January 2022. The Screening Opinion advised that the MEPE Project has the potential to have a significant effect on the environment and, therefore, a statutory EIA is required. The Scoping Opinion set out the information that NRW considered necessary to be included and/or assessed in the Environmental Statement (ES).

The marine licence application for the MEPE Project is accompanied by this ES which has been prepared to document all of the relevant EIA information in accordance with the information detailed in Schedule 3 of the Marine Works EIA Regulations 2007 (as amended).

1.3 EIA project team

The EIA has been coordinated and prepared by ABPmer with technical contributions from the Port of Mostyn in terms of navigational risk and the commercial and recreational navigation topic, and also specialist consultants, namely Wessex Archaeology on the marine archaeology topic and Wardell Armstrong on the flood risk and drainage topic. All members of the project team are suitably experienced in respect of the topics covered. A capability statement outlining the relevant expertise and qualifications of each of these organisations is provided below. Further details of the EIA team members are included in Appendix 1.1.

1.3.1 ABPmer

ABPmer provides marine consultancy support to organisations around the globe. For over 70 years, we have been advising clients and undertaking applied research. We are recognised for their professionalism, technical ability and emphasis on service excellence.

ABPmer has a wealth of experience in preparing marine licence applications and supporting documentation in the UK, including Welsh waters. ABPmer employs more than 50 technical staff in their offices in Southampton across a wide range of marine disciplines. This includes experts in delivering environmental assessments to support project consenting together with extensive experience in stakeholder engagement. ABPmer also has an Institute of Environmental Management and Assessment (IEMA) Quality Mark, demonstrating their commitment to excellence in leading the co-ordination of statutory EIAs in the UK. For more information see: <https://www.abpmer.co.uk/services/consents-and-licensing/>.

ABPmer has been working with the Port of Mostyn on various projects for over 10 years. This has included providing marine environmental assessment support to the original MEP development (Port of Mostyn, 2013). We also undertake aspects of the analysis and reporting in support of the existing maintenance dredge and disposal marine licences held by the Port of Mostyn and have been involved in ongoing discussions with NRW related to the discharging of licence conditions.

1.3.2 Port of Mostyn

The commercial and recreational navigation chapter has been prepared by The Port of Mostyn Limited, the port owner and operator. The Company's subsidiary, Mostyn Docks Limited (MDL), is the Statutory Harbour Authority (SHA) for the area immediately adjacent to the Port of Mostyn by virtue of the Mostyn Docks Harbour Empowerment Order (1988) and also the Competent Harbour Authority (CHA) for Pilotage for the Dee Estuary Pilotage District.

MDL is required by the Port Marine Safety Code to regularly review its Risk Assessment for Marine Operations and the operation of the port's marine Safety Management System.

Through the exercise of the duties of the Harbour Master, MDL (and consequently Port of Mostyn) has a wide range of statutory responsibilities that include:

- Safety of navigation and regulation of vessel traffic;
- Provision of pilotage services;
- Conservancy for the Harbour Area, including the marking of navigational channels;
- Response to oil-spill pollution incidents;
- Protection of water quality; and
- Protection of the marine environment.

The commercial and recreational navigation assessment draws on the extensive expertise and practical experience available within the Port of Mostyn in considering navigational risks associated with the MEPE Project.

1.3.3 Wessex Archaeology

Wessex Archaeology is the market leader in the provision of quality archaeological and heritage services, delivered from a UK wide network of offices. Established for over 40 years, Wessex Archaeology offers an unrivalled range of services above ground, below ground and underwater. They work in partnership with planners, designers, developers and property managers to deliver practical heritage solutions. With a strong reputation for quality and innovation, they combine academic rigour with a highly practical focus on clients' requirements.

Coastal & Marine is a division of Wessex Archaeology and is the leading provider of coastal and marine archaeological services in the UK. The Coastal & Marine teams are based in Salisbury, Bristol and Edinburgh, and provide heritage services nationally and internationally. They have produced cultural heritage assessments for more offshore wind farms and associated infrastructure than any other organisation. Coastal & Marine has a wealth of experience in interpreting, understanding, recording and protecting maritime heritage, from marine geophysical survey and interpretation, dive survey and recording and researching maritime heritage. For more information see: <http://www.wessexarch.co.uk/professional/services/coastal-marine>.

1.3.4 Wardell Armstrong

Wardell Armstrong LLP (WA) has a highly successful track record in undertaking EIAs for large developments and is committed to the delivery of effective practice in EIA. As a registrant of the IEMA EIA Quality Mark scheme, WA's EIA practice is independently reviewed in accordance with current best practice. In addition, WA has specialist EIA Co-ordinators, who provide advice to our technical consultants on EIA best practice. Subsequently, WA meets the requirement of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017, Regulation 18, Part 5, that the developer must ensure that the ES is prepared by 'competent experts'.

The flood risk and drainage team within the Civil Engineering department has a wide range of experience in producing Flood Risk/Consequence Assessments (FRA/FCA) and flood-related Environmental Statement chapters throughout the UK and Ireland. For more information see: <https://www.wardell-armstrong.com/team/civil-and-structural-engineering/>.

1.4 Report structure

The structure of this report (Volume 1 of the ES) is as follows:

- **Non-Technical Summary (NTS):** Summary of the contents of the main document. This is also available as a separate document;
- **Chapter 1 Introduction:** A brief introduction, including project background information and the information that has been provided in the ES;
- **Chapter 2 Proposed Development:** Information on the need for the proposed development and consideration of alternatives, a description of the site and its surroundings and the MEPE Project;
- **Chapter 3 Project Methodology:** A description of the works involved during construction and operation, including environmental management best practice procedures;

- **Chapter 4 Legislative and Consenting Framework:** An overview of the information requirements associated with key legislation and policy of relevance to the proposed development;
- **Chapter 5 Impact Assessment Approach:** Sets out the key issues identified during consultation and the scoping phase of the EIA, as well as presenting the impact assessment methodology;
- **Chapter 6 to 12 Environmental Topics:** Baseline information is presented together with an assessment of potential impacts for the 'scoped in' EIA topics (or receptors);
- **Chapter 13 Cumulative and In-combination Effects:** Assessment of the cumulative and in-combination impact(s) of the proposed development alone and also with other plans/projects in the area; and
- **Chapter 14 Summary of Impacts:** A summary of the key findings of the ES, including the potential impacts and mitigation measures that would avoid or reduce potential impacts.

Supporting appendices are included in Volume 2 of the ES.

1.5 Reference

Port of Mostyn (2013). Mostyn Energy Park Development (MEP) at the Port of Mostyn. Environmental Statement Volume 1 - EIA Text July 2013

1.6 Abbreviations/Acronyms

CHA	Competent Harbour Authority
EIA	Environmental Impact Assessment
ES	Environmental Statement
FCA	Flood Consequence Assessment
FRA	Flood Risk Assessment
IEMA	Institute of Environmental Management and Assessment
MDL	Mostyn Docks Limited
MEP	Mostyn Energy Park
MEPE	Mostyn Energy Park Extension
MHWS	Mean High Water Springs
NRW	Natural Resources Wales
NTS	Non-Technical Summary
O&M	operation and maintenance
SHA	Statutory Harbour Authority
SOVs	Service Operation Vessels
UK	United Kingdom
WA	Wardell Armstrong

Cardinal points/directions are used unless otherwise stated.

SI units are used unless otherwise stated.

Contact Us

ABPmer

Quayside Suite,

Medina Chambers

Town Quay, Southampton

SO14 2AQ

T +44 (0) 23 8071 1840

F +44 (0) 23 8071 1841

E enquiries@abpmer.co.uk

www.abpmer.co.uk

